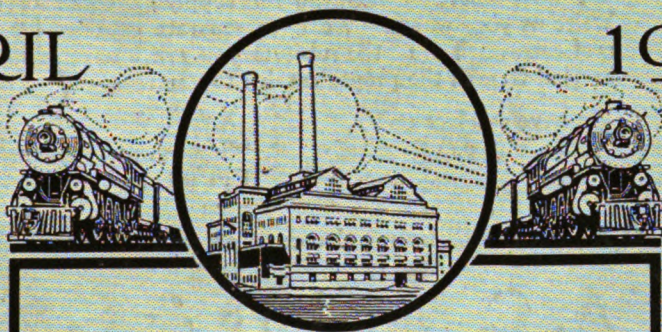


ROCK ISLAND EMPLOYEES' MAGAZINE

APRIL

1916



PREVENT
SMOKE
STOP
ALL LEAKS
SAVE FUEL



Slogan of
Mining & Fuel Department
ROCK ISLAND LINES

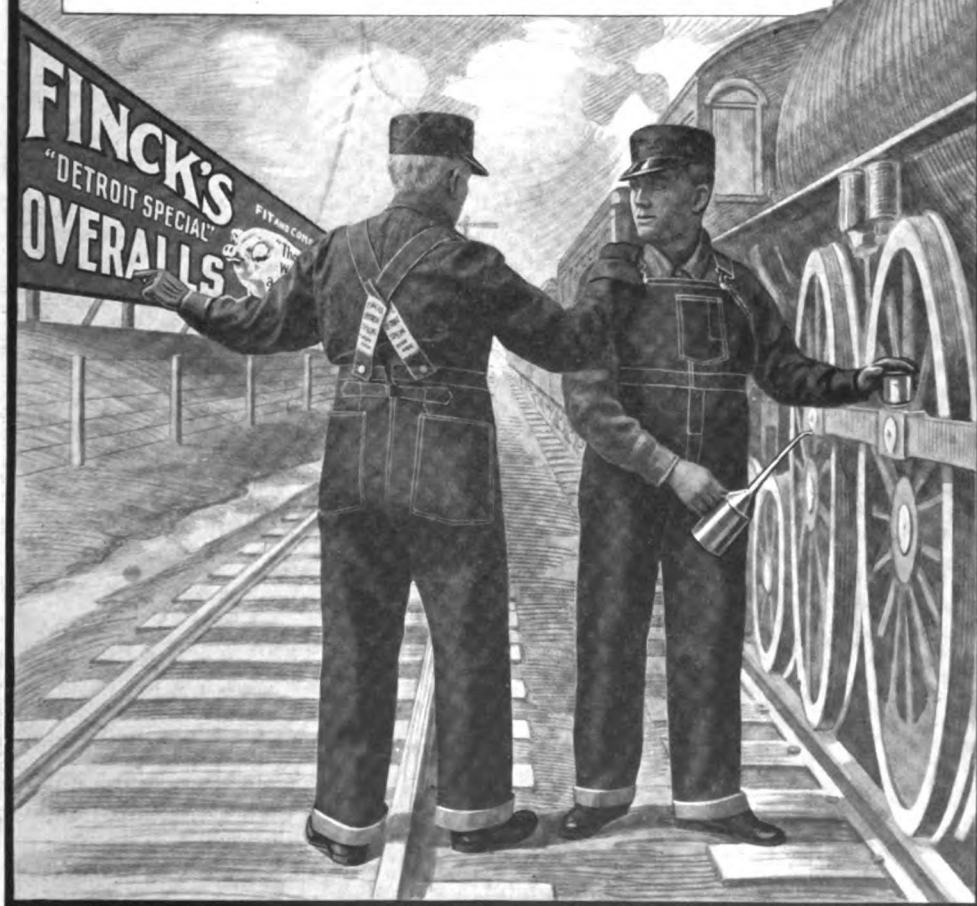
PREVENT
SMOKE
STOP ALL LEAKS
SAVE FUEL

YOU—YOUR JOB—YOUR OVERALLS!

Finck's "DETROIT SPECIALS" are worth more to you—make your work more comfortable, and at the same time, "THEY WEAR LIKE A PIG'S NOSE."

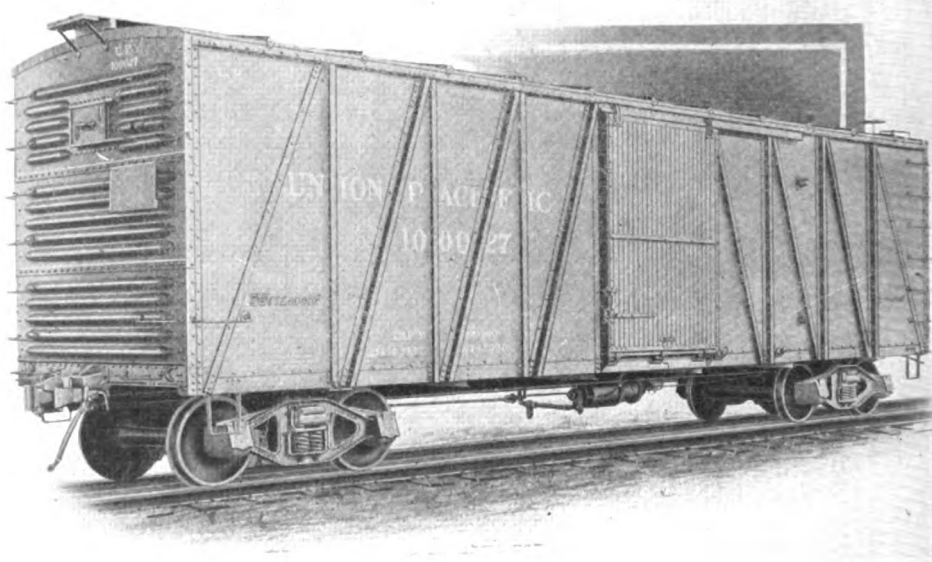
What more could you ask even at Double the Price? Your dealer has them or else write us and we'll send them direct. Our best grade German Indigo dyed garment at \$1.50 per garment. Ask your dealer or write us today.

W. M. FINCK & COMPANY
DETROIT, MICHIGAN



When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

Bettendorf All-Steel Box Car



**The Bettendorf Company
Bettendorf
Iowa**

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.



910 Michigan Avenue

Insures more Railroad Men

Pays more Railroad Men

Employs more Ex-Railroad Men

THAN ANY OTHER COMPANY

**Before I'm hurt
tell me how little
Income Insur-
ance costs.**

Name.....
Address.....
Age.....
Occupation.....

Quick Duplication

of form letters, office blanks, notices, instructions—anything handwritten or typewritten—by the Mimeograph! Takes little more than the time to write the stencil. No slow typesetting and distributing. Finished product ready within a few minutes. And the wonderful new dermatype stencil produces absolutely unmatched work—clear—accurate—exactly duplicating the original. You need a Mimeograph to save time and printers' bills—to improve the appearance of your form work. *Investigate.*

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SPRINGFIELD, ILL.

MT. OLIVE, ILL.

LOVINGTON, ILL.

EDWARDS & BRADFORD LBR. CO.

Coal Producers and Shippers

CHICAGO

GRANT COAL MINING CO.

MINERS OF

INDIANA STEAM COAL

**Mines in Vigo County
on C. T. H. & S. E. Ry.**

No. 5 INDIANA COAL

**Headquarters
1304 First National Bank Bldg.,**

CHICAGO

Established 1884



**WE
MINE AND
SELL GOOD
COAL**

PEABODY COAL COMPANY

General Offices:

MCCORMICK BUILDING, CHICAGO

St. Louis, Mo., Office:

SYNDICATE TRUST BUILDING

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HARRISON 1900

DEPENDABLE COAL

F. G. HARCWELL CO.

1855 PEOPLES GAS BUILDING

CHICAGO

W. S. BOGLE & CO.**Inc.****C. W. GILMORE, Vice-President and Manager of Sales****Producers of****COAL****General Offices**

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Fisher Bldg.**8TH FLOOR****CHICAGO**

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Bickett Coal & Coke Co.

Bituminous Coal and Coke



**McCormick Building
CHICAGO**

(Telephone Harrison 5187)

ST. LOUIS OFFICE

-

Railway Exchange

The Consolidated Coal Company of St. Louis

The Consolidated Coal Company of St. Louis owns and operates in three different coal producing counties of Illinois, five mines, with an aggregate capacity of **16,000 tons of coal per day**. It also operates coal washers at four of these mines with an aggregate **capacity of 4,000 tons of washed coal per day**. The Company's operations are:—

Mine No. 15

Mt. Olive, Macoupin County, Ill. Located on the Wabash Railway. Capacity of mine, 3,500 tons per day. Capacity of washer, 1,000 tons per day.

Mine No. 7

Staunton, Macoupin County, Ill. Located on the Wabash Railway and the Litchfield & Madison Railway. Capacity of mine, 3,500 tons per day. Capacity of washer, 1,000 tons per day.

Mine No. 14

Staunton, Macoupin County, Ill. Located on the Wabash Railway and the Chicago and Northwestern Railroad. Capacity of mine, 3,500 tons per day. Capacity of washer, 1,000 tons per day.

Mine No. 17

Collinsville, St. Clair County, Ill. Located on the Vandalia Railroad. Capacity of mine 3,000 tons per day. Capacity of washer, 1,000 tons per day.

Lake Creek Mine

Johnston City, Williamson County, Ill. Located on the Iron Mountain Railroad. Capacity of mine, 2,500 tons per day.

With the foregoing facilities, this Company is well able to maintain its position of being foremost in point of dependability, while its enormous production of both raw and washed coals for steam and domestic purposes bears evidence of its capacity for meeting the most exacting requirements of the coal-consuming public in point of **Quality, Preparation and Service.**

General Offices
1155 Railway Exchange Building
ST. LOUIS

General Sales Offices
1650 Old Colony Building
CHICAGO

Sales Offices
1155 Railway Exchange Building
ST. LOUIS

ECONOMY AND EFFICIENCY

easily accomplished
by burning

STAUNTON COAL



MINED BY

**Mt. Olive & Staunton
Coal Co.**

1012 New Bank of Commerce Bldg.
ST. LOUIS

Proprietors

Mines 1 and 2, Staunton, Ill.

CAPACITY
5,000 TONS DAILY

A Burning Question

**WHAT FUEL SHALL I BUY TO GET
100% VALUE FOR MY MONEY?**

The Correct Answer:

St. Louis and O'Fallon Coal

The

Full - Value - Fuel



Produced by mines of 6,000 tons daily capacity almost at your door.

Figured on the "Money's Worth" basis this coal has no peer.

Let your next order for coal specify

**ST. LOUIS and O'FALLON
COAL**

A great heat producer that will not clinker. Adapted for steam or domestic purposes.

You can get this coal from the following St. Louis dealers:

Devoy & Kuhn Coal and Coke Co.

Lin. D. Harris

Geo. F. Kiesel

Maule Coal Co., East St. Louis, Ill.

Polar Wave Ice and Fuel Co.

Schroeter Coal Co.

Union Fuel Co.

S. A. Weissenborn & Son

McConnell & Pilcher Ice and Fuel Co.

If your dealer does not handle this coal call us up.

Sidney 3050 on the "Bell"

Victor 65 on the "Kinloch"

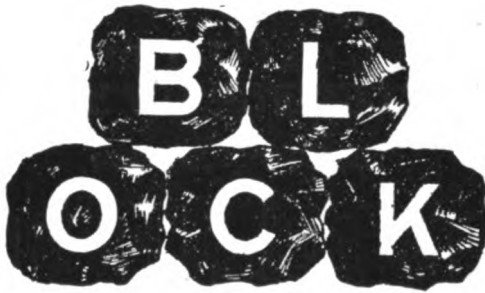
ST. LOUIS & O'FALLON COAL CO.

SOUTH SIDE BANK BLDG.

ST. LOUIS

MISSOURI

KING OF IOWA COAL



CHUNKS

MAPLE BLOCK COAL CO.

417 E. 6th St., Des Moines, Iowa

Mine on C. R. I. & P. Ry.

Capacity 800 Tons Daily

The Jones & Adams Coal Company

Producers and Shippers of

COAL and COKE

Scranton Anthracite
Sunday Creek Hocking
Pocahontas
Rich Valley Splint
Jackson Hill (Ohio)
Kanawha Splint

Kentucky Blue Grass
Peerless (Sangamon County, Ill.)
Franklin Co., Ill.
Linton Fourth Vein Indiana
Brazil Block (Indiana)
Fulton Co., Ill.
Smithers Creek Gas and Splint

Steger Building, Chicago

**Jefferson Building
Peoria, Ill.**

**Traction Terminal Bldg.
Indianapolis, Ind.**

THE MARTIN BLOCK

**Is a Superior Steam and Domestic Coal
Test Shows Very Highest in Heat Units**

Located on the main line of the Rock Island in Numa, Iowa, the home of the ORIGINAL WALNUT BLOCK, the center of the Southern Iowa district, insuring prompt delivery and efficient service.

**Save Fuel, Secure Satisfied Customers, Get
the Benefit You Pay for by Using Martin Block**

MARTIN BLOCK COAL COMPANY

NUMA, IOWA

HATCH-WILCOXSON COAL CO.

Fisher Building, Chicago

MINES:

**Sangamon
Athens
West End**

SALES OFFICES:

**Peoria, Ill.
Davenport, Iowa
and Keokuk, Iowa**

Agents for: Kinkaid and Sherman

SUPERIOR COALS

Sangamon County, Illinois

Rock Island Coal Mining Company

Mines at Alderson and Hartshorne, Oklahoma

The Alderson and Hartshorne deep-shaft coals are well-known throughout the Southwest as the best domestic fuel available. The entire output is sold to The McAlester Fuel Company, McAlester, Oklahoma, who are exclusive distributors to the trade.

Coal Valley Mining Company

Foot of 20th St., Rock Island, Ill.

Producers of Sherrard and Matherville
Coals

Mines Located in Close Proximity to Rock Island
Moline and Davenport

The product of these two companies is of standard ROCK ISLAND quality, and employes are respectfully requested to give these coals a fair trial, and recommend them to their friends if found satisfactory; if not, address General Office, 139 W. Van Buren St., Chicago.

"CLEANER COAL"

THE ANDERSON COAL CO.

MINERS AND SHIPPERS OF

"ANDERSON FANCY LUMP"

**ITS BEST
RECOMMEND**

The "Golden State Limited" and the "Californian," the Rock-Island's fast trains "De Luxe," on their eastward and westward flights across the state of Iowa, burn "Anderson Fancy Lump." Clean coal is essential for high speed and greatest efficiency, and the use of our coal on these trains is *its best recommendation*. The Rock-Island insists upon clean coal and we meet their requirements.

F. B. McCAGG, General Manager, 418 Polk Building, Des Moines, Iowa



For Strength, Uniformity

and All Dependable Qualities

**USE KING'S MINING
POWDER**

A COMPLETE LINE of EXPLOSIVES and SUPPLIES

The King Powder Co.

First Nat'l Bank Bldg.

CINCINNATI, O.

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.



Paradise—the Good Coal Your Trade Will Like

☞ It is good coal—prepared over a Marcus picking table screen; every piece of it—nut—egg—lump—is twice screened, doubly hand picked, and laid down in the car over loading booms that permit no car breakage.

☞ You will find nothing cleaner or more economical to handle—nothing your trade will like better for the money—nothing you can make more money on—in the whole Franklin-Carterville field.

☞ Now—before you make any contracts, is the time to give it a try-out. Write today for our special sample price.

Wickham & Burton Coal Co.
330 McCormick Building, Chicago, Illinois

Paradise Coal Company, Paradise, Illinois, Shippers

THINGS TO FORGET.

If you see a tall fellow ahead of a crowd,
A leader of men, marching fearless and
proud,
And you know of a tale whose mere telling
aloud
Would cause his proud head to in anguish
be bowed,
It's a pretty good plan to forget it.

If you know of a skeleton hidden away
In a closet, and guarded, and kept from the
day
In the dark; and whose showing, whose
sudden display
Would cause grief and sorrow and life-long
dismay,
It's a pretty good plan to forget it.

If you know of a thing that will darken the
joy
Of a man or a woman, a girl or a boy,
That will wipe out a smile, or the least way
annoy
A fellow, or cause any gladness to cloy,
It's a pretty good plan to forget it.

ROCK ISLAND EMPLOYEES' MAGAZINE

HARLEY E. REISMAN
Managing Editor

JNO. A. SIMPSON
Editor

LA SALLE STATION, CHICAGO

Vol. IX.

APRIL, 1916.

No. 10.

AN APPEAL FOR FUEL ECONOMY

By CARL SCHOLZ

The Mining and Fuel Department has adopted the slogan shown on the front cover of this magazine, which will appear on its stationery and forms. Its purpose is to impress the importance of fuel economy upon the mind of every employe of the company.

The first injunction to "stop leaks" includes every loss—leakage of coal from cars, fuel chutes, tanks, fire boxes; leakage of fuel oil, water and steam from pipe lines and connections; leakage in labor and energy, all of which is a drain on the pay roll.

Formerly smoky stacks were the accepted sign of activities, today a clear chimney is taken as the result of proper operating conditions.

While the request for co-operation is, perhaps, more especially directed to that army of 3,500 engine men and firemen under whose eyes and by whose hands the larger portion of fuel is used, it should in no lesser degree be observed by all those who have to do with the handling, distribution, unloading, and use of fuel wheresoever located.

Let it be understood that there are three essentials which must be considered in this matter: *first*, purchase of best fuel; *second*, provision of proper apparatus for its economical consumption; and, *third*, intelligent use of fuel to obtain the best results from the first two conditions mentioned.

The underlying cause for the establishment of this department was econ-

omy and the elimination of any departmental spirit which might exist where the department only purchasing the coal would aim to establish a standard by purchasing the coal costing the least amount per ton. By the combination of responsibility, the sole object in mind is to obtain fuel which costs the least amount of money for work performed (either pounds of water evaporated or ton miles hauled, whichever gauge is adopted) at the least cost in dollars and cents, irrespective of whether a higher price is paid for the individual ton of fuel purchased. It necessarily follows that the closest relations must exist between the fuel and mechanical departments, including the officials and employes of both, because no matter how good the coal is and how well the locomotives are maintained, if the field workers do not contribute their part success cannot be obtained.

Perhaps, not all readers of this magazine appreciate the full force of that brief sentence of Circular No. 30, announcing the establishment of the Mining and Fuel Department, reading "This department will have charge of all mining operations and the purchase, handling and use of company fuel." These functions are so far-reaching that they touch every department of the System and give every official and employe an opportunity to contribute his share of help. This article is written for the purpose of pointing out these responsi-

bilities to those with whom the officials and employes of this department do not come in touch as frequently as they would like to do.

Fuel to a railway is as essential as food to the individual. There is a great similarity between the use of coal in a fire box and the use of food by a human being. The fire box is the digestive system, the steam represents the energy supplied by food, and the ash pile indicates the waste of the human body. Just like food, coal must be well prepared and properly used to obtain good results. Overfeeding results in indigestion and disease to the body; it brings about clinking and steam failures in the engine. No matter how good the material is, unless it is properly used and the engine is in good condition, we cannot expect good fuel performance.

The fact that so much depends on coal and that a large supply is always in sight is, perhaps, responsible for a lack of appreciation of its value and uses. Only those who have suffered for the want of air and water can comprehend how essential to life and comfort they are, because under ordinary conditions nature provides a bountiful supply of these two elements.

In the March number of this magazine, Mr. Tollerton gave some figures as to the accomplishment in the fuel savings during the last three years and pointed out further possibilities. Just now the Rock Island Lines are the center of scrutiny by the railway and financial worlds. Every man is on trial to establish his worth, from the humblest worker to the highest official. Even from my brief acquaintance with those who handle and use the Rock Island fuel supply, I feel sure that we have men who will bring about results equal to any practiced by any other railroad in the country. The war abroad is teaching a lesson which can well be heeded by every organization; namely, that without proper support in the field and the cooperation of the rank and file, the generals cannot win battles. It requires concentrated and continuous efforts on the part of our men to "defend the trenches." To purchase the best available coal is the aim of this department, having in mind the quality of coal, the allied business due to the operation of

the mines, car supply and direction of traffic, the handling from the mines to chutes, and the careful and complete unloading of every car.

The coaling of every tank has a certain bearing upon the results obtained. Firing, of course, is where the greatest variation is possible, and with the assistance of the engine men, great savings can be effected. In the terminals the hostlers can contribute their share by avoiding waste of coal by spilling and herding the engines with the least amount of fuel before they go on the road. The roundhouse forces must help by proper cleaning and boring of flues and maintenance of arches; this and tight joints will have a great influence upon the coal pile.

The production of coal at the mines has great influence upon the condition in which fuel is delivered on cars, and improved methods have been adopted to increase the value of coal. Coal of uniform size gives the best results in the fire box, coarse lumps have to be broken up and fine dust sifts through the grates. In mining, therefore, it is essential to prevent production of the fine slack, and with this in view mining machines have been installed in order to diminish the use of excessive amounts of explosives, which not only grind up the coal but damage the roof, resulting in the mixing of slate with the coal. Appreciating the great difference in the value of the coarse coal and dust, formerly the miners only received pay for coal which passed over $1\frac{1}{4}$ inch screens, but this method of paying a premium for good work and careful mining has unfortunately been lost. The top works of the newer mines are equipped with screens and picking tables which facilitate the elimination of dust and impurities, and in the purchase specifications issued by this department careful attention is given to the facilities for preparation, the maintenance of which is continually checked by the fuel inspectors.

There is scarcely an employe on the system who can't help to reduce the fuel bill. Agents and traffic officials should urge shippers to load cars to capacity (10% over the stenciled rating) and by requesting that cars be loaded to *maximum* rather than *minimum*. Every movement of a partly loaded or empty car

is a loss in fuel which cannot be made up. Employees at stations and at terminals should use every endeavor to protect cars against theft. Switch crews can save coal by careful handling of cars. Sectionmen can return spilled coal to chutes instead of permitting it to be wasted. Clerks and telegraphers can expedite the movement of company coal, thus reducing necessity for carrying large stocks on hand.

It is the aim of the writer and his staff to become personally acquainted with everyone who has to do with the handling and use of coal, and frequent meetings will be held by the Engineer of Fuel Economy at which full attendance is requested. Illustrated lectures and

moving pictures dealing with the origin, production, preparation and use of coal will be extended and will be made attractive so that not only the men but their families as well will enjoy them.

In due time records will be established which will enable each man to know his relative standing with reference to fuel consumption under the peculiar conditions of his operation, with the view of encouraging those who are not performing with the best results to endeavor to reach a higher scale.

This department cheerfully invites suggestions which will improve its operations, and articles on fuel economy and allied subjects will be welcomed by the editor of this magazine.

FUEL—PURCHASING AND USE

By D. B. SEBASTIAN

In the sale of freight and passenger transportation every employe of this company is keenly interested and many dollars taken in annually can be directly attributed to loyal co-workers.

The power to produce transportation is a dynamic force which when closely analyzed appears to center around "fuel." It is not intended to set before the reader any algebraic or hieroglyphical problems to prove this, as any one old enough to reason knows, but the writer wants to leave with you this thought: We cannot hope to continue in the business of selling transportation unless we can do so *profitably*. The purpose of the Mining and Fuel Department will be to increase the net profits of the company by the strictest conservation of fuel, and in this undertaking it needs your help.

The fuel bill must be reduced and every loop-hole will be sought out where there is an opportunity for economy which applies to every branch of this department, including the mining operations, proper selection of coals best suited to our needs, close supervision over inspection and weighing, economical distribution from mines to destination, lowering the cost of handling through chutes and special instructions in the best and most economical methods of firing locomotives and stationary boilers.

We are confronted with the fact that it annually requires approximately 100,-

000 cars of coal to run this railroad, based on past performance, which would make a continuous train stretching from Chicago to Colby, Kan., or 852 miles in length. Put another way, this tremendous amount of coal would completely eclipse the La Salle Street Station, Chicago, and require a force of steam shovels, working on top of the pile, several days to dig down to a point equivalent to the height of our 13-story terminal.

Statistics make dry reading to the average person, and those on fuel have perhaps been quoted more often than others. It cannot be said, however, this has been overdone, as the question is of too serious and vital importance to your welfare and the interests of our stockholders.

The creation of the new department which the writer serves places those in charge of the purchase of fuel also in charge of its conservation and economy—an arrangement altogether practical, novel and giving promise of bearing excellent results. It is now possible to analyze the coal from the mines and observe results at the smokestack and cinder pit simultaneously. Also, by reason of assuming supervision over coaling stations and locomotive fuel economy besides stationary boilers, including shops, roundhouses and pumping plants, it will be entirely possible to keep a minute check of fuel on hand and, literally speaking, it is hoped eventually there

will not be a pound of waste coal on the railroad. You are required, and rightfully so, to record supplies, even to pens and lead pencils when submitting requisitions for new stock, therefore, why not for fuel? Because we have not been taught to appreciate the true value of it and this is something we want to do from time to time, knowing you will lend the fullest co-operation to anything which promotes efficiency. Without referring directly to enginemen, there are numerous leaks or wastes of fuel all about us, and a shovel saved, like the penny, is a shovel earned. We can all help to save the shovels and let us put ourselves in the position of a friend of the writer's—a fortunate person, employing a man to care for his furnace. Said man could command a premium shoveling dirt out of a trench—but he shoveled coal into the furnace the same way until his employer used to dread to have him come around, and as he expressed it: "Beyond a certain number. I get a shiver a shovel." From this homely illustration cannot everyone profit? You should consider fuel bought and paid for by your company the same as the man with the extravagant janitor and every time you see a waste or leakage of fuel or an unnecessary shovel used, stop it and employ your best and honest efforts to protect your company's interests.

We will not go into details with respect to the many intricacies surrounding the purchasing and inspection of fuel, but it may be of interest to say the mining operations extend over a wide territory; to be exact, 14 states, with approximately 100 mines supplying your coal, and we must at all times study the best available fuel, its chemical property and arrange a proper classification and grouping so that necessary drafting of engines can be made to fit the situation, not losing sight of general operating conditions, density of traffic and reducing freight charges with company haul wherever possible, in addition to keeping empty car mileage to the minimum.

Revenue coal traffic in conjunction with purchase of company coal requires close attention, particularly in taking for our own use the poorer grades, thereby helping the road by utilizing the "skimmed milk" and reserving the

"cream" which can be hauled to market at the cream rates.

With a daily consumption (all grades of coal) of about 300 cars, it necessarily requires close attention to furnishing mines with sufficient and proper equipment which ultimately reaches various types of chutes and to see that loads and empties are moved promptly in both directions to keep the stock down to the lowest minimum. This operation is made more difficult as 50 per cent of coal used is mined on foreign rails.

As a general proposition, fuel requirements are contracted for by the year, however, market conditions must be observed and understood at all times so that advantage is taken of every opportunity to reduce the cost.

The orders for fuel are placed weekly and are based on the previous week's consumption, a daily record being kept in this office. This consumption varies or fluctuates greatly at times—in fact, no better tab can be had on business conditions than to watch it from day to day. Of course, it is often necessary to anticipate business and order the fuel accordingly and we must therefore work in close conjunction with the traffic and operating departments.

The added responsibility of supervising the handling of coaling stations, some 157 in number is now full under way. Three road men or supervisors have been employed for this work and it is believed considerable reduction in cost will be effected. Immediate effort will be directed towards looking over the general situation, and we bespeak the hearty co-operation of all concerned in lending assistance wherever possible while conditions are being analyzed and we are becoming familiar with the work in hand.

In closing, further attention is called to fuel economy and will everyone do his part? If possible, better or higher grade coal will be furnished and every man will be keyed up to get more efficiency out of it. We have much to strive for and are certain most promising results can be obtained, and we know you are going to help to place the Rock Island Lines in the front rank and from a fuel economy standpoint establish a record any road would be proud of.

FUEL CONSERVATION

By H. CLEWER, ENGINEER OF FUEL ECONOMY

Effective February 1st, 1916, the Bureau organized January 1st, 1913, to effect fuel economy was transferred to the Mining and Fuel Department. This department has charge of the mining, purchase, distribution, handling and consumption of all fuel, and it will be the aim of this department to not only endeavor to purchase the best grade of fuel possible, but to place same on the tender of the locomotive properly prepared for furnace use.

We solicit your hearty co-operation in the saving of fuel. While excellent results were obtained during the past three years, there are still larger savings possible which can only be obtained by the earnest efforts of all concerned in the direction of reduced fuel consumption.

In order that our employes may become familiar with the efforts of our department in the conservation of fuel, I will endeavor to give you briefly an outline of our procedure.

Before the contract for the purchase of a fuel is let a representative of the department goes to the mine and secures a sample of the coal from the vein. That sample is taken to the Testing Department, where it is analyzed and determined whether or not it is a desirable fuel for locomotive use. If it meets the requirements, the contract is let for its purchase, provided, however, it will continue to meet our requirements in preparations, slack per cent, etc. All fuel being purchased on a heat unit basis, the higher the heat units per pound the higher is the value of the fuel.

The next endeavor is to get the fuel on the tender for furnace use in the best possible condition. The economical consumption of same rests largely with the engine men, realizing that it is necessary to keep the locomotive in the condition to perform economically; i. e., flues and firebox clean and free from leaks, free working grates, proper adjustment of front and draft appliances and all steam leaks eliminated, tight valves and cylinder packing, and a valve motion to properly distribute the steam to the cylinders. With these conditions existing fuel conservation is no difficult matter.

The heat value contained in the fuel can be converted into energy at the drawbar, provided, however, that the proper team work is taking place in the cab of the locomotive. The saving of fuel in the operation of a locomotive requires co-operation and the engine crew must work together. The efforts of either are readily lost by the lack of effort on part of the other, but it is wonderful the small amount of fuel necessary to generate steam to do the required work when the crew are working together and to the one end—"Economy."

The Engineer must render all assistance possible to the fireman by working the locomotive just as economically as possible, consistent with the work the locomotive has to perform, exercising care in the pumping of the boiler, bearing in mind at all times that it requires one pound of coal to convert six pounds of water into steam. He should endeavor to keep the water level as uniform as possible, never allowing the injector to put more water into the boiler than is being converted into steam and used by the cylinders in performing the work required.

The Fireman must at all times handle the fuel with due respect to economy by keeping a bright level thin fire for the free admission of air through the grates and fuel bed. Firing the fuel light and often lessens the labor of the fireman and saves fuel. One pound of fuel properly burned, obtaining all the heat units it contains, requires about 300 cubic feet of air. The ordinary shovel used on our locomotives holds approximately 15 pounds of fuel; 4,500 cubic feet of air to burn one shovelful. Five shovelfuls, the average number per fire, requires 22,500 cubic feet of air for the proper burning of the average amount of fuel used per fire. This illustrates the necessity of the free admission of air to the fuel bed in the economical burning of the fuel.

To keep the fire in condition for the free admission of air the grates must be very lightly moved often enough over the division to prevent clinkers forming and allow the ashes to fall to the pan, where they belong. The blower is a

clinker former, and must be used as sparingly as possible.

Black smoke indicates waste of fuel and improper firing and is evidence of the lack of co-operation on part of the crew in the cab. It can be eliminated by frequent and careful firing.

Many pounds of fuel can be saved by careful firing of the locomotive approaching expected stops and terminal points, by allowing the fire to burn down so as not to have the safety valves open, as the duty of the safety valves is to relieve the boiler of excess pressure and should not be permitted to open.

It is hoped that our employees will digest the above article and render this department all assistance possible to save fuel as we endeavor to close the calendar year 1916 effecting larger savings than were made in 1915, which is possible. Articles of interest on the subject of fuel economy will appear each month in our magazine, which will endeavor to give you all the assistance possible in the saving of fuel.

Our fuel bill for the year 1915 was \$6,531,592. One shovelful saved out of each ten shovelfuls would effect \$653,159.20 annual saving.

Save the one shovelful.

PUBLICATIONS OUR EMPLOYEES CAN SECURE SIMPLY BY MAK- ING REQUEST.

Chicago, March 10, 1916.

Editor Rock Island Employees' Magazine,
La Salle Street Station, Chicago.

Dear Sir: In connection with our campaign in fuel economy, I think it would be well to draw the attention of our various employees to the fact that a number of publications are printed by the U. S. Bureau of Mines, Washington, D. C., and the various State Universities regarding the use of fuel and allied subjects, and in the majority of cases these publications can be obtained for the mere asking.

I give you below a few of the bulletins published by the Bureau of Mines which will be particularly interesting to all Rock Island men in fuel matters:

Bulletin 35—The Utilization of Fuel in Locomotive Practice, by W. F. M. Goss. Dr. Goss is well known to many of our people as the Chief Engineer of the Smoke Abatement Committee of the Chicago Association of Commerce and as the Dean of the Engineering School of the State University of Illinois.

Bulletin 39—The Smoke Problem at Boiler Plants, by D. T. Randall.

Bulletin 40—The Smokeless Combustion of Coal in Boiler Furnaces, with a chapter on central heating plants.

Bulletin 49—City Smoke ordinances and smoke Abatement.

Bulletin 80—Hand firing soft coal under power-plant boilers.

Copies of these bulletins can be obtained by addressing a request to the Bureau of Mines, Washington, D. C. It is suggested that all those making application for bulletins state their official connection with the Rock Island Lines.

The Illinois State University at Urbana, Illinois, publish the following bulletins:

Bulletin 15—How to Burn Illinois Coal with Smoke.

Bulletin 26—High Steam Pressures in Locomotive Service.

Bulletin 46—The Spontaneous Combustion of Coal.

Bulletin 57—Superheated Steam in Locomotive Service.

Bulletin 59—The Effect of Cold Water Upon Train Resistance and Tonnage Rating.

Bulletin 65—The Steam Consumption of Locomotive Engines from the Indicator Diagrams.

Bulletin 78—A Study of Boiler Losses.

There are many other valuable bulletins published, and upon request the University will gladly send leaflets showing the names of publications available.

Yours very truly,

(Signed) CARL SCHOLZ,
Manager Mining & Fuel Dept. Rock Island
Lines.

"THE OLD PIPE RACK."

By Burke Lesley.

What mark hath Life's reclining years
To mete a fortune unto me
And gaze back like a Bellamy
To saddened hearts and pining peers?
The old pipe rack—it takes me back
To yester year—yes, fifty,
And each pipe there, a story rare
Of days when life was thrifty.

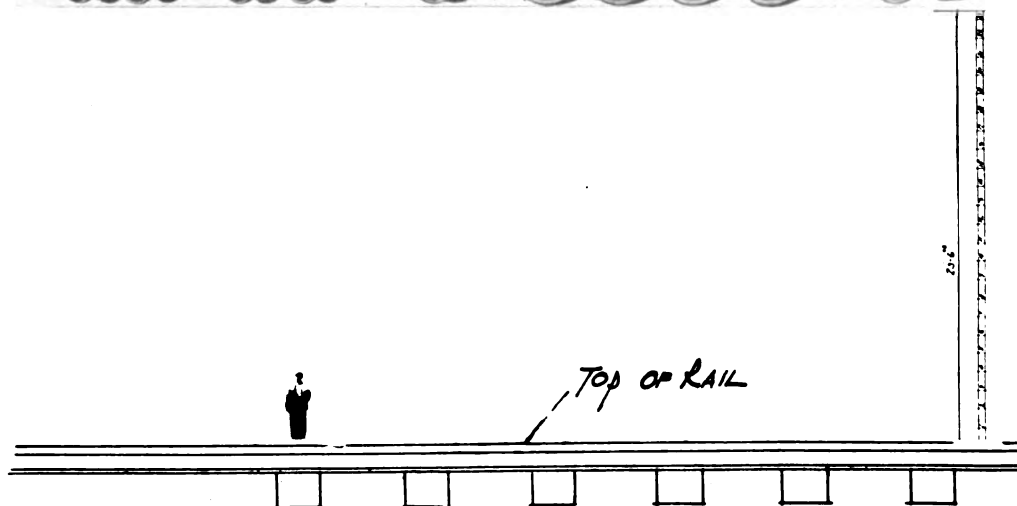
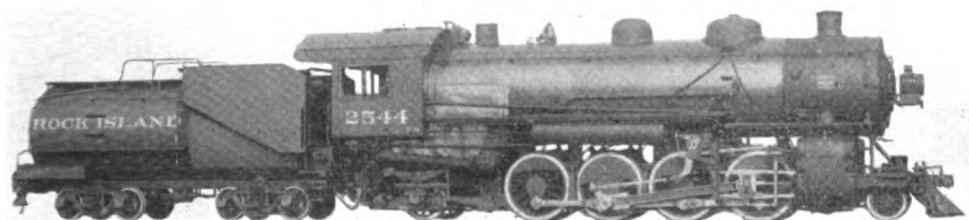
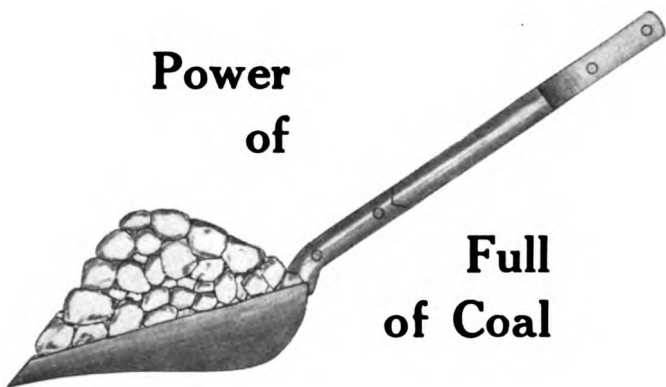
The lion's head upon the bowl
Of one—it tells a tale of fight—
And smoking, when the field at night
Reigned quiet after cannon's roll.
I smoked and tho't how life was wro't
With famine, war and pestilence;
Yet in this world that life unfurled
To all a happy sustenance.

And that old meerschaum next the lion
Bespeaks a precious soul of mine
Who shared my lot in faith divine
Until a call came out from Zion.
With saddened heart I've done my part
To bridge the lonely canyon;
And since that year, when life was drear,
This pipe was my companion.

And there are pipes for other days
When I was happy and content
And Kismet reigned with good intent
To bless me in a thousand ways.
And tho my hand hath near'd the end
And life within me pining,
I dwell in calm and smoke the balm
Of memories entwining.

Power
of

Full
of Coal



The theoretical amount of power contained in a scoop of coal holding 15 lbs. of fuel at 13,000 heat units per lb., is 195,000 heat units. Since each heat unit is equivalent to 772 foot-pounds, the scoop of coal above illustrated will develop theoretically 150,000,000 foot-pounds.

In actual operation the losses in heat by the burning of coal, absorption of heat by the boiler, losses through the ash and through the stack, radiation, cylinder condensation, and the losses in the machinery, are approximately 95%, leaving only 5% of the original theoretical power actually available for work, and still this 5% is sufficient to raise one of our large Mikado engines fully equipped for service, weighing 320,000 lbs., 23½ ft.

This illustration conveys clearly how much power can be generated by the saving of one shovelful of coal. Let us see how much energy we can save each day.

Employees are invited to make suggestions as to the best method of bringing home graphically to the men the importance of saving coal. Address correspondence to Carl Scholz, Manager, Mining & Fuel Dept., La Salle St. Station, Chicago.

A MESSAGE TO GARCIA

By ELBERT HUBBARD

In all this Cuban business there is one man stands out on the horizon of my memory like Mars at perihelion. When war broke out between Spain and the United States, it was very necessary to communicate quickly with the leader of the Insurgents. Garcia was somewhere in the mountain fastnesses of Cuba—no one knew where. No mail nor telegraph message could reach him. The President must secure his co-operation, and quickly. What to do!

Some one said to the President, "There is a fellow by the name of Rowan will find Garcia for you, if anybody can."

Rowan was sent for and given a letter to be delivered to Garcia.

How the "fellow by the name of Rowan" took the letter, sealed it up in an oil-skin pouch, strapped it over his heart, in four days landed by night off the coast of Cuba from an open boat, disappeared into the jungle, and in three weeks came out on the other side of the island, having traversed a hostile country on foot, and delivered his letter to Garcia—are things I have no special desire now to tell in detail. The point that I wish to make is this: McKinley gave Rowan a letter to be delivered to Garcia; Rowan took the letter and did not ask, "Where is he at?"

By the Eternal! there is a man whose form should be cast in deathless bronze and the statue placed in every college of the land. It is not book learning young men need, nor instruction about this and that, but a stiffening of the vertebrae which will cause them to be loyal to a trust, to act promptly, concentrate their energies: do the thing—"Carry a message to Garcia."

General Garcia is dead now, but there are other Garcias. No man, who has endeavored to carry out an enterprise where many hands were needed, but has been well-nigh appalled at times by the imbecility of the average man—the inability or unwillingness to concentrate on a thing and do it.

Slipshod assistance, foolish inattention, dowdy indifference, and half-hearted work seem the rule; and no man succeeds, unless by hook or crook or threat, he forces or bribes other men to assist

him; or mayhap, God in His goodness performs a miracle, and sends him an Angel of Light for an assistant.

You, reader, put this matter to a test: You are sitting now in your office—six clerks are within call. Summon any one and make this request: "Please look in the encyclopedia and make a brief memorandum for me concerning the life of Correggio."

Will the clerk quietly say, "Yes, sir," and go do the task?

On your life he will not. He will look at you out of a fishy eye and ask one or more of the following questions:

Who was he?

Which encyclopedia?

Where is the encyclopedia?

Was I hired for that?

Don't you mean Bismarck?

What's the matter with Charlie doing it?

Is he dead?

Is there any hurry?

Shan't I bring you the book and let you look it up yourself?

What do you want to know for?

And I will lay you ten to one that after you have answered the questions, and explained how to find the information, and why you want it, the clerk will go off and get one of the other clerks to help him try to find Garcia—and then come back and tell you there is no such man. Of course I may lose my bet, but according to the Law of Average I will not.

Now if you are wise, you will not bother to explain to your "assistant" that Corregio is indexed under the C's, not in the K's, but you will smile sweetly and say, "Never mind," and go look it up yourself. And this incapacity for independent action, this moral stupidity, this infirmity of the will, this unwillingness to cheerfully catch hold and lift—these are the things that put pure Socialism so far into the future. If men will not act for themselves, what will they do when the benefit of their effort is for all?

A first mate with knotted club seems necessary; and the dread of getting "the bounce" Saturday night, holds many a worker to his place. Advertise for a stenographer, and nine out of ten who

apply can neither spell nor punctuate — and do not think it necessary to.

Can such a one write a letter to Garcia?

"You see that bookkeeper," said the foreman to me in a large factory.

"Yes; what about him?"

"Well, he's a fine accountant, but if I'd send him up-town on an errand, he might accomplish the errand all right, and on the other hand, might stop at four saloons on the way, and when he got to Main street, would forget what he had been sent for."

Can such a man be entrusted to carry a message to Garcia?

We have recently been hearing much maudlin sympathy expressed for the "down-trodden denizen of the sweat shop" and the "homeless wanderer searching for honest employment," and with it all often go many hard words for the men in power.

Nothing is said about the employer who grows old before his time in a vain attempt to get frowzy ne'er-do-wells to do intelligent work; and his long, patient striving after "help" that does nothing but loaf when his back is turned. In every store and factory there is a constant weeding out process going on. The employer is constantly sending away "help" that have shown their incapacity to further the interests of the business, and others are being taken on. No matter how good times are, this sorting continues: only if times are hard and work is scarce, the sorting is done finer—but out and forever out the incompetent and unworthy go. It is the survival of the fittest. Self-interest prompts every employer to keep the best—those who can carry a message to Garcia.

I know one man of really brilliant parts who has not the ability to manage a business of his own, and yet who is absolutely worthless to any one else, because he carries with him constantly the insane suspicion that his employer is oppressing, or intending to oppress him. He cannot give orders, and he will not receive them. Should a message be given him to take to Garcia, his answer would probably be, "Take it yourself!"

To-night this man walks the streets looking for work, the wind whistling through his threadbare coat. No one who knows him dare employ him, for he is a regular firebrand of discontent. He

is impervious to reason, and the only thing that can impress him is the toe of a thick-soled No. 9 boot.

Of course I know that one so morally deformed is no less to be pitied than a physical cripple; but in our pitying, let us drop a tear, too, for the men who are striving to carry on a great enterprise, whose working hours are not limited by the whistle, and whose hair is fast turning white through the struggle to hold in line dowdy indifference, slipshod imbecility, and the heartless ingratitude, which, but for their enterprise, would be both hungry and homeless.

Have I put the matter too strongly? Possibly I have; but when all the world has gone a-slumming I wish to speak a word of sympathy for the man who succeeds—the man who, against great odds, has directed the efforts of others, and having succeeded, finds there's nothing in it: nothing but bare board and clothes. I have carried a dinner pail and worked for day's wages, and I have also been an employer of labor, and I know there is something to be said on both sides. There is no excellence, per se, in poverty; rags are no recommendation; and all employers are not rapacious and high handed, any more than all poor men are virtuous. My heart goes out to the man who does his work when the "boss" is away, as well as when he is at home. And the man who, when given a letter for Garcia, quietly takes the missive, without asking any idiotic questions, and with no lurking intention of chucking it into the nearest sewer, or of doing aught else but deliver it, never gets "laid off," nor has to go on a strike for higher wages. Civilization is one long anxious search for just such individuals. Anything such a man asks shall be granted. He is wanted in every city, town and village—in every office, shop, store and factory. The world cries out for such: he is needed, and needed badly—the man who can carry a message to Garcia.

ROCK ISLAND BASEBALL CLUB.

It is more than likely the Rock Island will have a crack baseball team this year, entered into the Commercial League of Chicago, which is one of the strongest amateur organizations in that city. The league consists of baseball teams from such companies as the Western Electric Co., Butler Brothers, Swift & Company, Illinois Tool Company and Chicago Surface Lines.

BIOGRAPHIES OF PENSIONERS

ROBERT FRANKLIN MURRAY,
Passenger Conductor, Illinois Division.

Age, December 20th, 1915, 70 years.

Length of continuous service, 44 years.

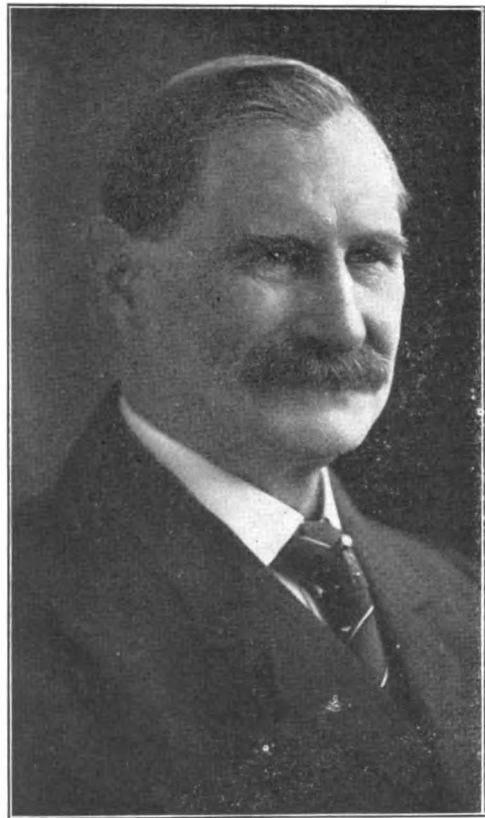
Monthly pension, \$48.20.

Date of application, September 22, 1915.

Retired from active service, December 31, 1915.

Pension effective, January 1, 1916.

Mr. Murray was born in Philadelphia, Pa., and went to Peoria, Ill., in 1844. By a coincidence, he went to that city over the Rock Island from Chicago on the train,



Robert F. Murray.

arriving there at 6:30 p. m., the same run on which he was afterwards conductor for many years.

His first railroad experience was gained as a brakeman for the T. P. & W., for which road he began to work at the age of 18, continuing in its employ for five years. He was successively brakeman, baggage man on a passenger train, and freight conductor. Then, through Col. Robert Ingersoll, a close personal friend, he secured employment with the company which was constructing the Rock Island & Peoria R. R. between the two cities and worked on the construction train out of Peoria. The road was being built entirely by local capi-

talists and was more than once in hard straits financially.

It was given little financial support outside the coterie of men who were building it and was finally sold to the C., R. I. & P. Ry. Murray remained on the construction crew until the road had been built through Toulon and then accepted a job as passenger brakeman on the C., R. I. & P.

Mr. Murray states: "The road has extended immensely since I began with it. Then it extended only to Omaha and Kansas City, west of the Mississippi, now its tracks reach Texas and Denver. It has grown in other ways, too.

"In the old days cars were a third smaller than the passenger coaches now. Thirty miles per hour was our maximum speed and we lighted our cars with kerosene lamps which we thought fine. We used to connect our cars with the link and pin."

The day of the train robber is past and that species never thrived to any extent in the country surrounding Peoria. But Conductor Murray was the hero of the most daring train holdup ever perpetrated in this section, when a bandit clambered aboard Rock Island train No. 251, due in Peoria at 9:55 p. m., which he had stopped near the present location of Sankoty's siding, between Peoria and Mossville. He was dressed in a farm hand's costume. His face was blacked with burnt cork. He carried a big 44 in one hand and in the other a heavy hedge thorn club. With both extended menacingly he entered the smoking car. Then he met Conductor Murray.

"Throw up yer hands, if you don't want to be a corpse," was the gruff order of the bandit man.

But Murray didn't "raise his dukes." Instead he made just one quick grab—and the outlaw was minus his gun. Then began a grapple for life which was never surpassed by any of those realistic ones seen on the movie screen, and it ended in victory for Murray.

"When I grabbed the fellow's gun, he began to beat me over the head with his heavy club," he explained in telling of that battle. "He struck me two terrific blows and I was groggy, but I kept trying to get his club and finally I got it."

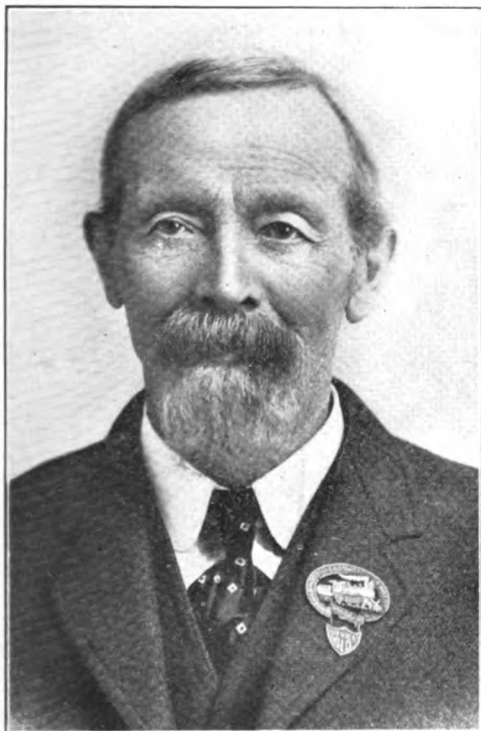
That is his story of the tussle. Two scars are visible through his gray hair, the marks of the holdup's shillalah. It is also chronicled that, with his face covered with blood which obscured his sight, he put up a stiff fight, and coming away in possession of the club, sent the bandit on his way. The man escaped in a wagon.

"I was too exhausted to try to capture him," says Murray, "and I couldn't find any aid. All the men in the car were trying to crawl out the back end."

The hold-up man had a "pal" whose duty it was to have made the collection of money and jewels which his pard was to force from hiding places. But he left when he saw the unexpected turn of events.

But the work of the evening was over with the vanquishing of the outlaw for across the track ahead of the train was piled a great stack of ties, which had served their purpose by stopping No. 251. They were quickly removed and the train came into Peoria.

Robert Small, locomotive engineer, Missouri Division—Age October 31, 1915, 70 years; length of continuous service, 43 years; monthly pension, \$72.10; date of application, November 17, 1915; retired from active service, October 31, 1915; pension effective November 1, 1915. Robert Small was born in Largo, Parish of Leven, Fifeshire, Scotland, the 31st of October, 1845. Landed in Quebec, Canada, May, 1864. Be-



Robert Small.

gan firing on the Grand Trunk for two years, when he was promoted and ran an engine until October, 1871. From there he went to Mobile, Ala., and ran an engine on the Mobile and Ohio and from there came to Trenton, Mo., and began running on October 22, 1872, with the C., R. I. & P. Ry., in whose services he remained until he was retired, October 31, 1915.

Oswell Dillon, locomotive engineer, Dakota Division—Age April 29, 1916, 64 years; length of continuous service, 35 years; monthly pension, \$49.20; date of application, December 4, 1915; retired from active service, September 10, 1915; pension effective October 1, 1915. Oswell Dillon was born April 29, 1852, near Fairfield, in Jef-

erson county, moving later with his parents to Hardin county. His boyhood days were spent on the farm near Iowa Falls. It was here that his ambitions were fired, as his imagination, being fed by daily sight of passing trains and stories of the exciting and interesting life of railroad men, drew comparisons which caused his energetic, ambitious nature to rebel at the monotonous routine of farm life, and in the summer of 1875, in the spirit of adventure and to gratify his boyhood ambitions and dreams he began his career as a railroader, starting as a news agent on the Illinois Central, running between Dubuque and Sioux City. In the winter of 1876 he entered the B. & B. department of the same road and worked as a bridge carpenter



Oswell Dillon.

until the spring of 1878 when he entered the employ of the old Dubuque and Dakota, now a part of the Great Western. January 10, 1881, he entered the train service of the B. C. R. & N. Ry. and worked as a brakeman out of Cedar Rapids until September 27 of the same year, when he transferred to fireman, Estherville, Iowa, and on December 15, 1884, he was promoted to engineer and worked continuously as such until September 9, 1915, when he was stricken with paralysis while in the performance of his duties, and hovered between life and death for several weeks thereafter; finally recovered so as to permit his again being about in apparent normal health and in possession of all his faculties, etc., and capable of enjoying the pleasure

of life. Fearing, however, that to again resume active service might bring on a second and perhaps more serious attack of the paralysis, Mr. Dillon decided to retire and spend the remaining days of his life in enjoyment of the fruit of his long years of service and the happy reflections consequent on a well spent life. A quiet, peaceable citizen, conscientious and of ultra-conservative disposition, details of his life and incidents such as are experienced by every man who devotes his life to the driving of the "iron horse" are little known by his friends. As might be expected, however, of one who has been connected with the vast army of railroad men from the early day of light power, small equipment, crude and efficient mechanism and who has personally passed through and experienced all the changes incident to the arrival of the modern-day equipment, Mr. Dillon has had his share of trials and tribulations, wrecks and narrow escapes from death while pulling trains or fighting snow in the northwest country or in the performance of other duties which fell to his lot. Now that his active career is finished and his name has been placed on the honor roll of retired employes he feels profoundly grateful to the management of the Rock Island for the recognition and expression of appreciation for the loyal, faithful service which is conveyed by the voluntary retainment of his name upon the rolls and records of the company.



Lorain C. Cherrington, joint train baggageman and expressman, St. Joe and Edgerton Junction, Missouri—Age October 1, 1915, 70 years; length of continuous service, 28 years and 7 months; Rock Island proportion of monthly pension, \$10.61; express company proportion of monthly pension, \$9.39; date of application, August 7, 1915; retired from active service, October 31, 1915; pension effective, November, 1, 1915. Lorain C. Cherrington was born in Gallia county, Ohio, October 1, 1845. Was left an orphan in Minnesota the year of 1859 when he came to Johnson county, Missouri, where he had a sister living. At the breaking out of the war of the rebellion, the spring of 1861, he returned to Ohio with his sister, then to Illinois where he enlisted December 1, 1861, as a drummer boy in Co. D, 63rd Ill. Vol. Inftry., at the age of sixteen years and two months. After three years and eight months' service was mustered out of the service July 13, 1865, since which time the greater part of his life has been spent as a railroad man. He entered the service of the C., R. I. & P. at Horton, Kansas, in the early part of April, 1887, and worked in the following positions: Freight brakeman, passenger brakeman, train baggageman and joint baggageman and express messenger up to his retirement by the C., R. I. & P. October 31, 1915, with a service of twenty-eight years and seven months.

❖ ❖
William Thomas Barnett, agent and operator Letts, Iowa—Age March 10, 1915. 62 years; length of continuous service, 38

years; monthly pension, \$22.40; date of application, November 25, 1915; retired from active service, October 31, 1915; pension effective, November 1, 1915. Wm. Thos. Barnett was born on a farm near Corydon, Wayne county, Iowa. He was educated in the public schools of Wayne county and the Gate City Academy at Keokuk. He began his railroad work as brakeman on the M. K. & T. Ry. on the Hannibal Division. He resigned his position as brakeman and accepted a clerkship in the office of B. E. Bodine, general agent for above company. In 1877 he was checked in as agent at Unionville, Iowa, by L. P. Merriam, chief clerk to the C., R. I. & P.'s first division superintendent, Mr. George Walker. On December 8, 1882, they transferred him to Letts, Iowa, where he had been in continuous service until his retirement, October 31, 1915.



Wm. T. Barnett.

SPECIAL TRAIN FOR COLLEGE PEOPLE IS CREDIT TO RAILWAY.

The Rock Island surprised and gratified the entire Highlander party by the fine equipment it put into the special train. Considering the short haul and other factors, not very much was expected. But the train was made up of a fine coach, a chair car and finally a library and club car, which made the special the equal of the best trans-continental trains. Trainmaster C. J. Smith and G. R. Kline, city passenger agent, were aboard in addition to Conductor W. G. Larimore, to insure that the Highland Park college party received every attention and comfort.—From the "Highlander," organ of Highland Park College, Des Moines, Iowa.

PERSONALITY AN ADVERTISING ASSET

By ERNEST EUGENE ELLIOTT

The best way to advertise is to get the information to the largest possible number of people who might be interested in your proposition by the most direct and economical means. The order of consideration should be as follows:

1. What you have to sell.
2. Who wants to buy it.
3. How to get in touch with the buyer.

Upon the first point, we are agreed that it is transportation the railroad has to sell. But transportation might be classified. You have transportation to sell only to points on your own line and connections. All people are not travelers, and all travelers are not going your way. So your transportation is limited to the traveling public who may be served



by your railroad. Travelers might be classified as follows:

1. Constant travelers.
2. Periodical travelers.
3. Occasional travelers.

The first class, "constant travelers," are worthy of a large share of your consideration. The railroad agent who has a mailing list of the constant travelers in his town should be rewarded for enterprise. He should endeavor to know them personally, or have his assistant get acquainted with them. Constant travelers should get an occasional communication from the agent, not about everything in general, but about something in particular. If rates are to be increased or decreased, baggage regulations changed, new trains put on, or changes in the train time, the communication can tell about it. Such a communication should be of a personal character and should contain sufficient information to make the constant traveler feel that you have more than a passing interest in the business he may give your line. The constant traveler is the one you want to keep closely in touch with. The road the constant traveler patronizes is the road the periodical traveler will take, and the way the occasional traveler will be likely to travel.

The "Periodical traveler" should not be overlooked. The "once a year" vacationist needs attention, because, while he may not help fill your trains in winter, he is sure to spend money with you in summer, if you treat him well. In this class may be found the merchants, doctors, lawyers and other professional men, insurance agents and preachers. The mailing lists of the clubs of the cities constitute in large measure

"Periodical travelers," likewise the faculties of schools and colleges, and the student body of boarding schools. A list of these "Periodical travelers" should be in the hands of the City Passenger Agent, and all during the spring and early summer these people may be written to or called on the telephone and asked regarding their summer plans, and the suggestion can be made that your travel bureau is at their disposal at any time. If you have the right sort of enterprise you will have such a travel bureau constantly in your office. But the main thing with a periodical traveler is to know where he wants to go, and, if he is not determined, often you can make suggestions which will make him a lifelong patron of your road. The list of periodical travelers should include the delegates to political, fraternal and religious gatherings. The leaders of societies moving their conventions from city to city throughout the country are worthy of cultivation. One satisfactory movement over your road may mean continued business in future years.

And lastly we have the "Occasional traveler," who makes a trip to New York, Chicago, San Francisco or Texas once in a lifetime. How can these occasional travelers be solicited? Newspaper advertising of a general character is read largely by the occasional traveler. Unless he is ready to make his trip the notice has little, if any, effect upon him. The occasional traveler must be cultivated through friendly acquaintance or through other friends of the agent or of the road. It is personality which governs largely in the securing of occasional travelers. The newspaper reporter goes from man to man, asking, "Any news today?" and the railroad agent ought to have the same "nose for passengers" that the newspaper reporter has for news. Why not go among your friends and ask, "Do you know of anyone who is going our way today?" Many agents do this, but more of them do not do so. They exchange greetings and pass the time of day, but forget to say anything about the chief thing, which is the business of the company they represent. Your friends can be cultivated, so that when they know of some one of their acquaintances planning for a trip they will notify you on the telephone. A business man seldom fails to notify his life insurance friend of a good prospect. Why should he not notify his railroad friend of a prospective passenger? He can and will if the suggestion gets to him with sufficient force, and you do your part.

If you have reduced rate excursion, or if the 8:35 train is changed to 7:26, or if the depot has been moved further down the track, or the city office has moved over on to the next block, or if anything about the railroad is different from what it was yesterday or last week, that sort of information rightfully belongs in the advertising columns of the newspaper, so that time,

DISTRIBUTION OF OFFICIAL GUIDES.

Any office not receiving guide promptly each month, in accordance with the list, should at once write the office from which it should be received, and also notify proper

The assistance of all concerned is solicited in connection with this important matter. Help keep the system of guide distribution working smoothly and efficiently.

The attendance was fairly good, about one hundred Rock Island employees being present, who showed great appreciation by their hearty applause. In congratulating Mr. Ross as conductor, for bringing the chorus out so well, we are also congratulating the members of the chorus for their success that night and strongly urge them to maintain their perseverance and forecast for them within a year the attainment of their ambition. The chorus has a membership of about 50 voices, but with the amount of talent available in the Chicago offices the membership should at least reach the modest number of two hundred, and with the application of a little stick-to-it-iveness make one of the strongest and best amateur concert bodies in Chicago, if not the state. All large concerns of any importance are getting out their own publications, similar in character to our magazine, and further, many are acquiring ball teams and glee clubs or choruses. The writer feels that employees with talent, either instrumental or vocal, should for the good of the service, get together and organize an orchestra and chorus. He also feels that as soon as that is done and a spirit of determination to succeed is shown the organization will receive the full support and co-operation of our officials. All that is required for success is talent and a little self-sacrifice. Mr. Ross is donating his services to the chorus and doing all he can to make songsters of his "boys."

Program.

America.

ROCK ISLAND LINES



SAFETY BUREAU

BY L. F. SHEDD,
General Safety Supervisor.

PREPAREDNESS TO "PREVENT INJURY."

There is no doubt, fellow employes of the Rock Island Lines, that you, as citizens of these United States have given proper and careful consideration to the very important and vital question now before the Congress of the country in which we live, and in your own minds have decided either for or against "Preparedness" as it applies to increasing the army and navy and the defenses generally. No further doubt is entertained that you have carefully considered every phase of the question presented, and have formed your opinions with a full knowledge that the burden of every movement such as the one now discussed falls upon You, upon each and every one of us as tax payers and citizens, and were not let in your deliberations by the patriotic (?) appeals of a certain few who are far sighted enough to see, it is said, that there is gain in such a movement for THEM, and who use their Patriotism (?) and make a great noise simply as a cloak to hide their real motives. But be that as it may, may I ask you if you have ever stopped to apply the term "Preparedness" to yourself as a careful and successful railroad employee? In other words are you an advocate of "Preparedness" as applied to your fitness for the every day work in which you are engaged, through which work and the compensation received therefor, YOU and YOURS enjoy the necessities and the COMFORTS of a well regulated and happy HOME? Have you ever asked yourselves this question: "Am I prepared to take care of myself and to assist in caring for my brother?" If you have, what answer have you HONESTLY and thoughtfully given yourself?

Have you, with every fair consideration for your own personal welfare and the welfare of "The Folks at Home" arrived at a conclusion that you are or are not a careful man, that you are or are not a "Chance Taker," the Undertaker's friend? Are you sincere in your decision and fair to YOURSELF, or are you fooling YOURSELF into believing that you are a CAREFUL man, not a "Chance Taker," when in reality, you are just the opposite, this latter fact well known by your fellow employes?

An honest decision for yourself will place

you squarely before your fellow employes as an advocate either for or against "Preparedness" in connection with the movement to "Prevent Injury," and your actions will speak louder in your behalf than words. If you are "Prepared" you are in a position to overcome these OLD ENEMIES of railroad society and other society as well, namely: Undue Haste, Thoughtlessness, Recklessness, Indifference and last but not least, that OLD ARCH ENEMY who is everywhere present with us; who follows us night and day; who never did anyone any good; who never performed a kind or a commendable act but who has dragged thousands upon thousands down to graves untimely and who has caused more destitution and misery in homes and elsewhere than any other known cause, and we call him CARELESSNESS. It is he, who, like the Serpent in the Garden whispers "Thou Shalt Not Die"; it is he who prompts us and who urges us to "Take Another Chance, You Got Away With It The Last Time"; it is he who robs us and those whom we love dearer than life itself of every prospect for a happy future and improved conditions and it is he who leads STILL, regrettable but true, a larger army than any other known General in this great struggle of the Careful against the Careless. To overcome this enemy and his hosts with their false banners and their cunning treachery against our lives, limbs and property, we need not "The Sword and Bayonet"; we need not ARMS, ammunition, poisonous and deadly gases, armed aeroplanes and other engines of War and destruction, but we do need thoughtful and conscientious interest in OUR OWN welfare and in the welfare of our families and the Company in whose employ we are. We are not lacking in men, numerically at least, because we boast of OUR fifty thousand Rock Island Lines employes, every man capable of being an important factor for good in such a grand and noble undertaking as the Saving of Life and Limb among our fellows and among the citizens of this favored Country in which we live, and over which Old Glory unfurls to the breeze in proud and attractive splendor.

Fancy with me, if you will, these two forces arrayed against each other. On the one side we have an array of men who rush headlong into every task and under-

taking without the least thought of the result to themselves and their loved ones, ready to do anything that appeals to their desire to take a chance, and having for their support and inspiration, only the crowd of injured, maimed and helpless victims, who in times past, had the same thoughts that now occupy the minds of this heedless horde. On the other side, an array of well-thinking, well-meaning, careful and painstaking men, men that any enterprise would be proud to claim as its advocates, studying every move before it is made, with a view of determining the result, and acting only as CAREFUL and THOUGHTFUL men should act. On which side are you arrayed? Who of these stands for "Preparedness" for the movement to "Prevent Injury?" Not hard to decide, is it, because we all know of the results that have been accomplished by these two contrasted forces. The armies of Care and Thought are as sure to win as the day is sure to follow the night. There can be no doubt of the result. We have not as yet resorted to "Conscription" and we do not intend to do so. We want men in our "Prevent Injury" ranks who are as interested in the welfare of the movement as good citizens and men who love country and flag above all else, are in the welfare of our country in its time of actual need. Hesitate not to enlist under the banner of Safety; lend your support to the movement inaugurated on our Lines on August 1, 1912, do so without hesitation, mental reservation or delay and you will be surprised what a pleasing and pleasant prospect for a happier railroad career opens before you. "Prepare" yourself and other benefits will follow.

"We are engaged in a glorious cause, we are building for America and her people."



TICKETS FOR CHILDREN.

It is frequently a source of great embarrassment to our conductors and train auditors, to endeavor to collect fares for children of the legal half fare age. This could be avoided to a great extent by ticket agents using greater care to see that proper tickets are purchased for transportation of children before passengers take the train.

Circular No. R-578 gives fully the tariff and legal requirements regarding transportation of children. In Kansas and New Mexico children under six years of age travel free when accompanied by proper guardian, holding proper transportation; in all other states children under five years are carried free under like conditions.

When children have passed their fifth or sixth birthdays, as noted above, and have not yet reached their twelfth birthday, they require half ticket.

Over twelve years of age, full fare.

When passengers, accompanied by children, present themselves to purchase tickets, if in your judgment children are of legal half fare age, or of age requiring full fare, if proper tickets are not purchased for the

children's transportation, inquire in a diplomatic and pleasant way as to the ages of the children, and according to the reply advise the requirements as to tickets with the further advice that if necessary tickets are not purchased, conductor must collect the proper train fare, which is in most cases higher than ticket fare.

Agents should never, under any circumstances, advise passengers to attempt to secure transportation of children without the payment of proper fare, or hold out any hope that because children may be small for their age that conductors will pass them without proper transportation, contrary to tariff and legal requirements.

Gate men and train men, when guarding entrance to train, should require presentation of proper tickets for children before admitting them to train, or advice should be given that lacking such tickets proper train fares will be collected.

Co-operation on part of ticket agents and train men regarding this matter will ensure sale of proper tickets for transportation of children and relieve conductors of the difficulty and embarrassment of making such collection on the train. The revenue for such transportation is due the company, and in fact we are required to collect it under state and federal laws, just as it is obligatory on passengers to pay it. The assistance of every employe, as noted above, is solicited in this connection.



THE SUCCESSFUL MAN.

He pushes for more business in busy seasons, and, if customers are scarce, still pursues.

He practices strict business economy and does not condescend to penuriousness.

He pays promptly and collects as he pays, rather than pay as he collects.

He is courteous in manner and appreciates the commercial value of cordiality.

He is honest, not only from policy, but from principle; he considers success lacking self-approbation as failure in disguise.

He thinks first and deeply; and speaks last and concisely.

He possesses executive ability to a degree which renders him appreciative of the most valuable points in employes.



LIFE'S INVENTORY.

Not what you were, but what you are—

Yes, what you are today,

Not what you made, but what you saved,

Counts when your hair turns gray.

Not what you spent on pleasure bent,

But what you loaned at six per cent;

Not what you say, but what you do

Becomes transformed and part of you.

Take inventory—count the cost—

And see if you have gained or lost.

SUDDEN DEATH OF ROBERT L. STEWART

The sudden death of Robert L. Stewart, district mechanical superintendent of this company, El Reno, Oklahoma, March 24, will be a shock to his many friends on the Rock Island Lines.

Mr. Stewart was in Kansas City on official business March 23, and all that day he had been feeling badly, and requested Mrs. Stewart to come from their home in El Reno to Kansas City to be with him. On the morning of March

but all efforts to revive him were in vain, and they pronounced his death as the result of heart trouble.

In the death of Robert Lowrie Stewart the Rock Island suffers a great loss, and the men will all miss him, as he was one of the most popular officials on the system.

His funeral took place at Kansas City, Kans., on Monday, March 27, from the Central Congregational Church. Services were conducted by the Masonic order, of which he was a very prominent member. The pall bearers were the master mechanics on the second district of the Rock Island Lines, and floral tributes were sent from every division on the entire district. Every employe who was able to, attended the funeral, and the large attendance showed the very high esteem in which Mr. Stewart was held by employes all over the line. He is survived by the widow and one son, Robert, 24 years of age, who is a salesman for the American Brake Shoe Company, located in Chicago.

Mr. Stewart was born at Tyrone, Pa., March 22, 1866, and after graduating from the high school there he came west at the age of 19 and entered the service of the D. & R. G. R. R. as machinist's apprentice at Denver, Colo. He afterwards went to the Kansas City Southern Railway and then later to the St. Louis, Iron Mountain & Southern Railway. In 1903 he came to the Rock Island as round house foreman, Dalhart, Texas, and in 1904 was transferred to Bucklin, Kansas, in the same capacity. The next year found him in the service of the Kansas City Southern Railway at Pittsburg, Kansas, as general foreman, and in 1907 he was promoted to master mechanic. A year later he returned to the Rock Island as general foreman at Chickasha, Okla., and in the same year was promoted to master mechanic at Armourdale. In 1910 he was transferred to Trenton, Mo., in the same capacity, and from 1913 to June 1, 1914, was master mechanic, located at Chicago. On the latter date he was appointed district mechanical superintendent of our second district, located at El Reno, which position he held at the time of his death.



*Robert L. Stewart, Deceased.
"As You Knew Him."*

24, when he expected Mrs. Stewart, he advised Service Inspector Dimmett he was feeling considerably better, and asked Mr. Dimmett to meet Mrs. Stewart at the train and bring her to the hotel where he was stopping. When they reached the room, they found the door locked, and after having it opened, found Mr. Stewart lying on the floor dead. Doctors were immediately called,

ROCK ISLAND SHOWS "PREPAREDNESS"

On the arrival of train No. 11 at Rock Island night of March 13, passenger brakeman F. T. Baird of that train had some very valuable information which he desired to communicate to some of our officials. He ascertained Mr. Ridgway was there in his car, and after looking him up told him of the information he had secured. It seems when Brakeman Baird was flagging on the rear of No. 11 that night, he entered into conversation with a gentleman passenger en route to Texas, and in the course of the conversation Mr. Baird learned his new acquaintance was connected with the Jeffery Mfg. Co. at Kenosha, Wisconsin, and that his company was about to make a large shipment of automobiles to the Mexican border. Mr. Baird explained to the gentleman of our fine service, and he was advised to have our people get in touch with them at once. After explaining the matter to Mr. Ridgway, quick action resulted, and on March 15th our traffic department had secured a train of fourteen carloads of auto trucks and one tourist car, containing 33 men.

The train with fourteen cars and tourist sleeper was received by us from the C. & N. W. at Chicago 7:37 a. m. March 16, cars thoroughly inspected, train put in good condition for a fast run and departed at 8:45 a. m., passing Blue Island at 9:02 a. m. and arriving Tucumcari, N. M., 1:00 a. m., 18th; El Paso, 11:45 a. m., the 18th. The total time in possession of the Rock Island was 41 hours, 23 minutes; the distance from Chicago to Tucumcari is 1,134 miles and we maintained an average speed of 27.4 miles per hour, including all terminal delays; the average speed excluding the time at various intermediate terminals was 30.5 miles per hour. The E. P. & S. W. averaged 28.2 miles per hour from Tucumcari to El Paso.

The second train of these automobile trucks came from Cleveland, Ohio; it consisted of fourteen cars and one tourist car, containing officers and men of the company. This train was delivered to us by the Indiana Harbor Belt Railroad at Grand Trunk Crossing (near Blue Island) 11:35 a. m. Friday, March 17, inspected, made ready for a fast run, and departed from our Burr Oak yard 12:05 p. m., same date, passing Blue Island 12:15 p. m., arriving Tucumcari, N. M., 5 a. m. Sunday, March 19. The total time in possession of the Rock Island road was 40 hours, 45 minutes; the train was run at an average speed of 27.8 miles per hour from Chicago to Tucumcari, a distance of 1,134 miles, including all delays and time at terminals; the running time, excluding all time at terminals, changing engines and crews, inspection, etc., was 37 hours, 54 minutes, or an average of 29.9 miles per hour. This second train arrived El Paso 3:50 p. m. Sunday, the 19th, and was operated over the E. P. & S. W. Railroad at an average speed of 28.1 miles per hour.

A remarkable run on both trains was made over our Illinois Division from Blue Island to Silvis, Illinois, a distance of 157 miles; the first train, or that from Kenosha, making the run in 3 hours, 48 minutes, and the second train, or the one from Cleveland, in 3 hours, 45 minutes, or better than forty miles per hour for the entire distance. Both trains, you will see, were operated clear through on passenger rate time and while we informed the War Department officers here we would make the run from Chicago to El Paso in 73 hours or better, we actually made it in about 52 hours. There was not a single mishap of any kind, not even a hot box, nor any delay; the only instructions our district and division operating officers received were that the government desired to get these trucks to the border as quickly as possible and the instructions simply stated:

"Operate this train special without additional tonnage and run as fast as consistent with safety."

The operation of these trains was left to the judgment of our division superintendents and they were not hampered with any special orders or suggestions while the trains were on the line.

We had less than twenty-four hours' definite notice that these trains were to be given to the Rock Island to handle from Chicago to El Paso and we believe it is a pretty good example of organization and "preparedness," which seems to be the principal topic of discussion right now; we also think it is a pretty convincing argument that the Rock Island is not a crippled railroad and its operating management is not a "dead one," as some people in this country seem to think.

We do not regard the handling of these two trains as anything unusual; we could probably do fully as well with any other trains under similar conditions, where speed combined with safety is the requirement. They were not given right of way over opposing trains, but were handled in the regular order of business, with a little additional special watching and handling through terminals.

Our excellent service on the first train secured for us the second on which we also made a good run. Then came a third, fourth, fifth and sixth, and others will probably follow.

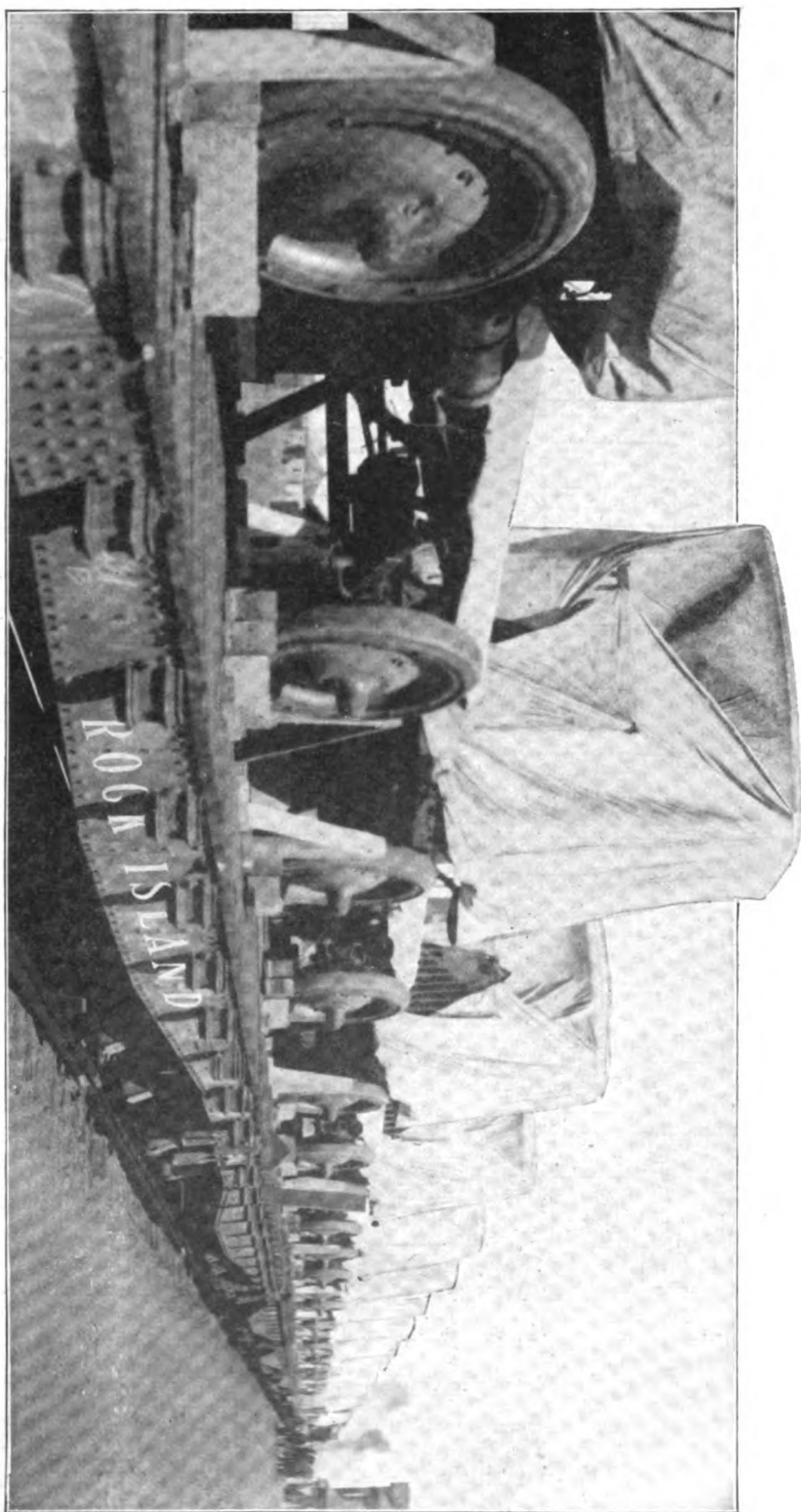
The earnings to this company on the business will be several thousand dollars.

The third train from Kenosha, Wisconsin, consisting of 14 flat cars of auto trucks and one tourist car was received from the C. & N. W. at Chicago 8:30 March 21, arriving Tucumcari 4:59 p. m. the 23d, and El Paso 4:29 a. m. the 24th.

Total time in our possession, 42 hours 44 minutes.

Average miles per hour, 26.5.

View of Automobile Truck Train En Route on Rock Island Lines to Mexican Border for Uncle Sam.



Running time, excluding terminal delay, 39 hours 52 minutes.

Average miles per hour, 28.4.

Mileage Chicago to El Paso, 1,466.

Total running time Chicago to El Paso, 55 hours 14 minutes.

Average miles per hour, 26.5.

The fourth train from Detroit, consisting of fourteen carloads of auto trucks and tourist car, was received at Chicago 11:40 p. m. March 21, arriving Tucumcari 5:15 p. m. March 23 and El Paso 4:33 a. m. March 24.

Total time in our possession, 40 hours 45 minutes.

Average miles per hour, 27.8.

Total running time, excluding terminal delay, 37 hours 28 minutes.

Average miles per hour, 30.2.

Total mileage Chicago to El Paso, 1,466.

Total running time Chicago to El Paso, 53 hours 3 minutes.

Average miles per hour, 27.6.

In addition to the fifth and sixth trains, which are en route at time of closing the magazine, we also handled the Twelfth United States Cavalry from Fort Robinson en route to El Paso. This train consisted of thirty cars and 241 men. We received it from the Missouri Pacific at Kansas City 3:45 a. m. March 16, arriving Tucumcari 2:30 a. m. March 18, El Paso 7:30 p. m. the 19th and Columbus, N. M., 12:50 a. m. the 19th.

Total time in our possession, 46 hours 45 minutes.

Average miles per hour, 13.1.

Total running time, excluding terminal delays, feed, rest, etc., 34 hours 13 minutes.

Average miles per hour, 18.0.

Another train of the Twelfth United States Cavalry, Fort Meads, S. D., consisting of thirty-six cars and 322 men, was received from the Missouri Pacific at Kansas City in two sections, first section 8:40 a. m. March 16, and second 8:45 a. m. same day. The two trains were consolidated into one train and left Kansas City 11:30 a. m. the 16th, arriving Tucumcari 4:40 a. m. the 18th, El Paso 10:15 p. m. the 18th and Hachita 8:30 the 19th.

Total time in our possession, 43 hours 55 minutes.

Average miles per hour, 14.0.

Total running time, excluding terminal delays, feed, rest, etc., 32 hours 23 minutes.

Average miles per hour, 19.0.



THE SIGNAL MAINTAINER.

By J. E. B.

What is all this talk about that the Maintainer has such a snap,
We hear it almost every day from Supt. to Secy. chap.
Perhaps they think they know and maybe they are right,
But I will now attempt to refute them out of sight.
You see it seems so easy when the Blocks are all clear,

But when one gets out of order then business begins to stir.

There was a break-beam dragging just as I went to bed,

And broke out a boot leg wire and set the blocks all red.

The dispatcher sends a message, something in this wise:

"Block 4516 is out of order, repair it at once and advise."

The Maintainer is in a hurry and puts the speeder on the track,

And says that is an awful wind to buck with such a weak back.

But there is no use to worry because he has to go,

But the car will not stay on the track because there is too much snow.

He has to walk and push the car around the dangerous curve,

Because No. 4 is due to come and might get on his nerve.

He takes out the voltammeter and tests for sufficient juice,

But the needle will not move because the bond wires are all loose.

He has got the red blocks working and makes him very gay,

He beats it back to the station and sends message signals now O. K.

The Supt. is not satisfied with report and seems he cannot wait,

So he sends the Signal Supervisor out to investigate.

The Supervisor comes around and says, "You're all right, Jack;

But put the speeder on the rail and we will go over the track."

He looks in at the batteries and says they are not right,

And says you must keep the work up if you have to work at night.

The Signal 4 man is very grouchy, but says he will help you out,

But fails to ever come around when you have a signal out.

At night when anything happens out any place on the line,

The Maintainer is always first to go and gets no overtime.

Some say a signal job is fine because it is good pay,

But did it ever occur to them that he is on duty 24 hours a day.

The blocks are now all working for their tails are all up straight,

So I will try to get a little sleep before it is too late;

So you see this sets one thinking, but thinking does no good,

So I believe the best way after all is to keep on sawing wood.



MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke—Cinders—Alkali Dust—Strong Winds—Reflected Sunlight—Eye Strain and in fact should be used for all Eyes that Need Care. These Suggestions most surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co. Adv. in this issue and write for their Book of the Eye.

BUSINESS INVESTMENTS AND MISTAKES

By LUCIAN C. WARNER

Most failures in life grow out of the unwillingness of a person to profit by the experience of others. My own mistakes would nearly all have been avoided by observing a few simple principles, which I will endeavor to embody under four short rules.

I am quite certain that I knew these principles as a theory before I began my business career, but it was only as I worked them out in my own experience that they came to have a real and vital meaning. The following are the rules which my experience has taught me:

Rule I—Never loan a needy friend any more money than you can afford to lose.

Your friend probably intends in good faith to pay back the money, but the chances are that his schemes will miscarry and he will not be able to repay you.

Rule II—Never invest in a business with which you are not familiar without first having a careful investigation made by disinterested experts of established skill and responsibility.

This precaution would save investors from at least nine-tenths of the bad investments that are made.

Rule III—Never take stock or invest in any new enterprise unless you are willing to devote to it some of your own time and energy.

When solicited for such an investment you will be told that the management is well provided for, and that success is certain, but it is altogether probable that within two years you will have to choose between losing your money or putting your time into the business; and even with this labor you may not escape loss. This rule does not apply to established business already paying a good income, but you will rarely be solicited to invest in such.

Rule IV—If you are conducting a successful business, do not add to it any other business unless so closely related to it that one helps the other.

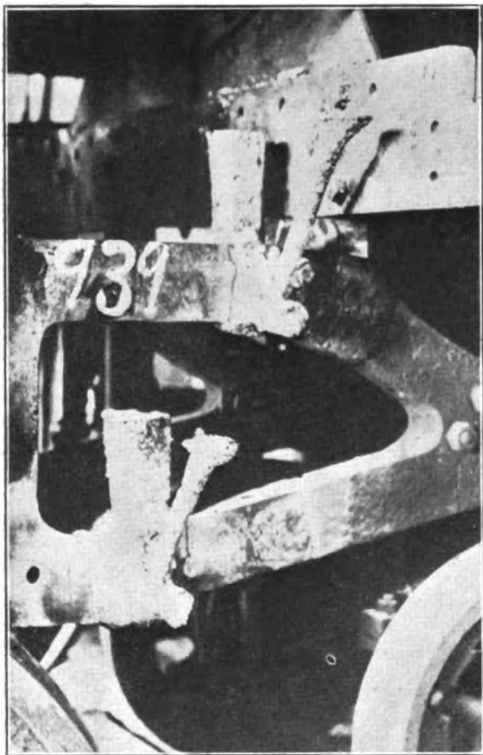
Almost any business is capable of expansion. There is only a certain amount of energy in a man, and it will produce larger results if restricted to one business than if divided between two or more.

THERMIT PROCESS OF WELDING

Dear Sir:—I herewith show pictures of some welds made during the past year with aid of the Thermit Process, which is being used with such good results by

No. 2 shows weld made on Engine No. 874 at Dalhart, Texas, by Sam Marks.

No. 3 is a picture of a weld made on



I.

the various employees of the Rock Island Lines at most of the shops on the system.

No. 1 shows double weld made by Mr. Sam Marks, on frame of Engine No.



II.

939 at Dalhart, Texas, shops, in August, 1915. One of the important features in making a weld of this kind is to properly provide for expansion and contraction.



III.

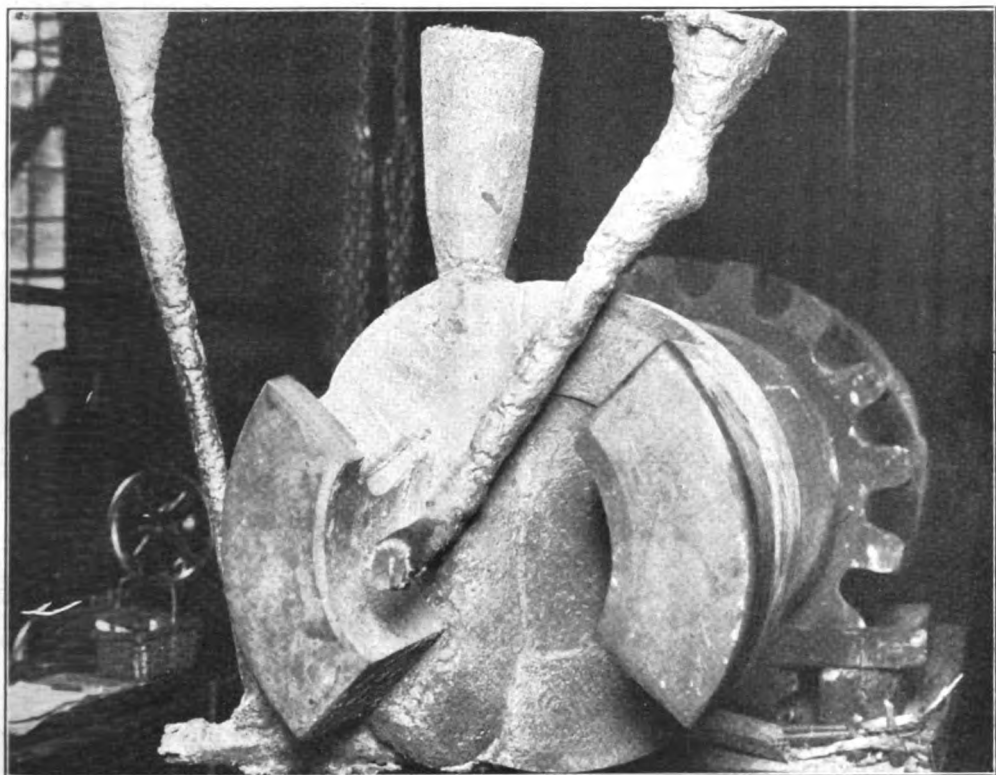
a three ton cast steel cross head for one of the Steel Mills, is off a 12,000 H. P. Blooming Mill Engine, which was wrecked account of main rod strap breaking. Five hundred pounds of Thermit used in making this repair.



IV.

Nos. 4 and 5 represent the preparing for and welding of an 18-inch spindle which drives the rolls in a large Blooming Mill. Seventeen hundred pounds of Thermit required to make this weld, two large crucibles being used.

Nos. 6 and 7 show a 40-inch nickel



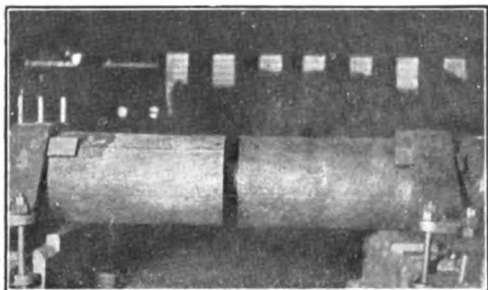
VI.



VII.

steel pinion which has been welded. One of the pods had broken off, section at fracture 9x30 inches, 1,700 pounds of Thermit used in making this repair. This pinion weighs 22 tons and drives the Blooming Mill in one of the large plate mills.

The Thermit process is being used extensively for welding wrought iron and steel pipe, it being practical to weld all weights of pipe from ½ inch in diameter up to 6 inches in diameter. This process is extremely valuable for welding new



V.

bends on superheater units, high pressure steam and air lines. Thermit welding of pipe is a simple operation, work being done when and where pipe lines are being installed, which does away with flanges, couplings, etc., making a permanent non-leakable joint or a continuous line, which is as strong as the pipe itself. One of the important features of this method is that the inside diameter of pipes welded are not reduced or in any way obstructed.

At another time I will describe this method of welding, giving more details and showing pictures of work that has been done with this process.

Yours very truly,

(Signed) HENRY S. MANN,
Mechanical Inspector.



TICKET SALESMANSHIP.

Reprinted from Pamphlet Issued by A. G. Richardson, District Passenger Agent, Canadian Pacific Railway, Winnipeg, Man.

HUMAN NATURE.—Successful salesmanship is based upon an intimate knowledge of human nature. The main thing for a salesman to know is how to get along with people. As a general rule, a great deal depends upon the amount of interest you show in each transaction, especially in planning long-distance trips.

EFFICIENCY.—Selling railway tickets is as important as selling boots and shoes or any other commodity. You never heard of a salesman selling one boot or one shoe—that's what you do when you fail to sell a round-trip ticket, if the purchaser intends to return. Selling round-trip tickets not only protects your company's revenue but saves soliciting at the other end.

In the ticket business, efficiency means securing the greatest amount of revenue possible from each transaction.

ORGANIZATION.—The best way to organize your office staff is to hold schools or council meetings regularly. Hold them evenings. Exchange ideas. Make the meetings informal and discuss different subjects, for instance "Salesmanship," having one member of your staff act as salesman and another as purchaser. Other subjects "Organization," "Filing System," "Tariffs," "Routes and "Fares."

In the larger cities invite your rate clerk to attend and discuss questions pertaining to his department.

SERVICE.—Greet every customer as soon as he comes in; call him by name, if you can. Many customers are lost by not being politely accosted when entering an office.

Often a customer comes to the counter to secure a folder or to ask the time of a certain train and you can wait upon him at once without offending the first customer. If you have shown the right interest he will not object to the interruption. If you find it will take some time to wait upon the second customer, you can say "In a moment" and go back to the first customer.

COURTESY.—A dissatisfied customer may divert revenue amounting to many times your salary. In dealing with a patron of the company, one discourteous word from any employee will throw out of gear the entire machinery for securing his future business.

HONESTY.—Honesty in all your dealings goes without saying—but that's not enough! Add energy, courtesy and common sense. Common sense is the keynote of good salesmanship.

CLEANLINESS.—Customers like to be waited on by well-appearing, clean clerks. Clean faces, clean hands and finger nails, well-kept hair, clean linen and shoes, have as much to do with good appearance as good clothes.

HEALTH.—Take care of your health. Energy is the salesman's greatest asset. You can't be energetic without having good health. Outdoor walking is one of the best means of preserving your health.

INTERESTING FACTS.—Every railway company has its own advantages. Get from the engineering, operating or publicity department some interesting facts and talk them up. Railways spend millions of dollars on improvements, equipment, taxes, etc., and the public hear little about it.

"BE HUMAN," SAYS DR. FRANK CRANE

Listen! all ye who handle the public, and I will tell you something to your advantage.

I mean you telephone girls, conductors, railway ticket agents and brakemen, tellers in banks, and clerks in department stores and anybody else whose business it is to deal with the members of the common crowd.

I will take my text from the words of Miss Minnie Warner, the highest paid switchboard operator of the Chicago Telephone Company, as reported in the newspapers. She said:

"Don't be mechanical. Make every man on the wire believe that your softest tones are for him alone." Furthermore, she said:

"Don't be indifferent. Make every kicker believe you are broken-hearted because the line is busy."

I take my hat off to Miss Warner, and if my wife will let me I would like to send her a bunch of flowers.

It is a great temptation for the busy clerk to drop into machine-like ways. It does not require so much vitality. But it is a mistake.

Do you know that your greatest asset is being HUMAN?

Do you realize that it is the HUMAN clerk that is in demand, that attracts customers, that stands the best chance for promotion?

I know a ticket agent in Worcester, Mass. His name is Jim Healy. I consider him the best agent in the United States. Because you can't get him out of humor. I used to go into his office and pretend to want a railway ticket just to get under his delightful influence.

One day a wealthy and rude old lady, as some ladies are most likely to be cranky when they get old and insolent when they are of the first families in town, came into Healy's office. He was busy at his desk. A pile of letters was stacked up at his right hand. He was behind in his correspondence, in which state of things you or I would be irritable.

The old lady drew up a chair, sat down by him and with one sweep of her hand scattered all his letters over the floor.

"Now," she said, "you attend to me!"

Healy turned around, laid down his pen, shook hands with his visitor, and said, smiling:

"Now, do you know, Mrs. Jones, you've taken a load off my mind. I was just wishing I could get rid somehow of these pesky letters. Please tell me what I can do for you."

He sold that woman over seven hundred dollars' worth of steamer tickets.

Why snap at people? Why show impatience? Why treat them with indifference? It's all in a lifetime. It's all part of the game.

And nine-tenths of your game, believe me, is making people feel pleasant.

Be human! Because you are a telephone girl you don't have to cultivate a pie-crust voice, dead and repulsive. As a street car conductor you can say a cheery word to the tired old woman with a basket. As a brakeman you can make a whole coach full of people warm in the cockles of their hearts.

Be human! Take it from me, it's money in your pocket: besides, you'll think more of yourself.



Rock Island Track Through Argenta, Ark.

WHAT THE "DUBLIN DIVISION" THINKS OF OUR MAGAZINE.

(Our General European Agent at London, England, received the following letter recently, and we feel its contents will be very interesting to all our employees and officials.)

"Thanks for your letter of the 25th inst., and your remarks regarding rates have been duly noted.

"I happened to look in the office yesterday, Sunday morning, when I received the magazine you kindly sent me. The remainder of the day was spent in perusing its contents, and I must confess to obtaining a good deal of fun and pleasure therefrom. It is certainly well got up, but what impressed me more than anything else was the contrast to be observed between the treatment meted out to American Railway employees and that obtaining in England. We lack that touch of nature, which, though almost ignored in these Isles, in America is considered of paramount importance, and rightly so. What is it to a railway magnate in this country if a servant uses his endeavors to influence a person to travel by the line in whose service that servant is. Nothing. But American officials, on the contrary, recognize that that servant is entitled to a mark of merit; they add just that little touch which has the effect of bringing home to the servant that the officials recognize in him a human being, not a machine. And what a different atmosphere that little touch creates. The officials, by considering that a servant is human impresses the servant that there is something more than dividends to be considered, if the interests of the railway are to be served in the best possible manner. With us that rotten thing known as class distinction kills that which is necessary to the bringing together in, as it were, a family circle, all the members of a company.

"Who could not help but be impressed by the reading of the little biography of Mrs. Mahoney, just a scrub woman, and who could not appreciate the thoughtfulness of those responsible for the pension given to her. These may be little things, but they are never lost. They dig right deep down into the sands of the human heart, where there is a responsive chord. Such actions are the essence of business principles, because just that little touch is there.

"It was very amusing, too, reading the remarks made about the respective employees, about his or her sweetheart, the dress he or she wore, and so forth. I think I shall have to create a 'Dublin Division,' for I think I could supply them with some interesting stories from the 'Ould' Country which would appeal to some of them, since I noticed such names as Murphy, Dougherty, Sheehan, etc., which must have in the first place been exported from Ireland. I will just tell you of a little incident which really occurred in this office a few years ago. A girl desirous of going to America wrote to us asking for a berth to be reserved for her by the 'Campania,'

enclosing at the same time deposit of £2. We replied, sending her the usual interrogatory form, which was duly returned to us. All the questions except one were answered properly. The one unanswered was: "Are you a Polygamist?" Of course, we could have filled in the answer, but as she was calling at the office in a few days' time we held the form until she called. When she arrived it was pointed out to her she had omitted to answer one of the questions. Anticipating what we were referring to, she replied: "Yes, I don't know what that means." By way of a little fun, the clerk said: "Well, do you believe in having half a dozen husbands?" "Oh, is that what it means; I thought it was one of them fellers that felt your bumps."

With kind regards, Yours sincerely,
(Signed) A. W. HEWETT.

REMINGTON EXECUTIVE OFFICES WILL MOVE TO LARGER QUARTERS.

It is announced that the executive offices of the Remington Typewriter Company, now located at 327 Broadway, New York City, will in a few months move to new and splendid offices at 374-376-378 Broadway. This is on the southeast corner of Broad-



Remington Building.

way and White street, three blocks north of the present Remington address. The large building at this location is being remodeled and practically reconstructed in preparation for the Remington occupancy and will be known as the "Remington Building."

The present Remington quarters occupy three buildings with a total floor space, in-

cluding basements, of 50,000 square feet. The new Remington offices, however, will have a floor space of 90,000 square feet, and are said to be more spacious than those at present occupied by any typewriter company. This greater floor space and generally improved facilities have been imperatively demanded by the great expansion in Remington business.



GOOD FILE ON CORRESPONDENCE IMPORTANT AT ALL STATIONS.

(Mr. F. J. Sadilek, our agent at Newton, Iowa, has sent us the following communication, which we are pleased to reproduce in the Magazine for the benefit of agents at smaller stations.)

"Possibly I may be under the wrong impression, but I do not believe the importance of keeping a good file on correspondence is realized by the Agents at smaller stations. It does not receive the proper amount of attention and care. Some of this is due to the younger Agents never having been instructed how to keep a good tracer file. For the benefit of such Agents who care to take advantage of a little explanation, it would perhaps be of assistance to them, and I think there are some of the older men who could use it to a decided advantage, I submit it to you for approval as to whether it is worthy of publication.

"The system of keeping a tracer file is perhaps as old, or even older than the writer, but for several years I was ignorant of its benefits until I gave it a good trial. It used to appear to me a sort of complicated way of filing letters, but its simplicity is the redeeming feature. There are several agents on the division who are using it and all agree with me that it is a wonderful help in running a station. I will try and explain it as best I can. The file starts with number — 1 — regardless of when you start, and continues in consecutive order as long as you wish, even from year to year. The first necessary thing is a strip of paper with list of numbers from 1 to say 50 or 100 (easiest way is to run it off on adding machine) placing this strip in a handy place for checking off the numbers as you use them. We all know the out-bound waybill books covering everything forwarded from a station, and that the pro-book covers everything billed into a station, and naturally these are the main records of an office. Whenever a letter is written on a certain pro, or on a certain entry of waybill, the tracer number of that letter is marked after the pro number in the pro-book or on the copy of waybill in the waybill book. It is permanently there and will always go under that tracer number.

"For instance, a shipper requests you to trace a shipment forwarded from your station to Chicago. You refer to the waybill book to waybill copy covering, place the tracer number on the copy, and on the letter tracing shipment. You give the Agent at Chicago the necessary waybill reference and forward to him the letter requesting delivery at destination. Later you receive his reply and after you have notified the shipper, you file it under the tracer number shown. Whenever you use a tracer number, that number must be scratched off the list of numbers you have drawn off from 1 to 100. This permits anybody in the office to use the tracer numbers.

"Your file on the above may possibly be closed, or it is possible you may have further correspondence on it later. Should you have to refer to the waybill again, you will always find the tracer number on it, and the file of papers will always bear the same tracer number. It works the same on in-bound shipments. If shipment has not arrived it is possible to take a tracer number and hold out the papers in your suspense file until the shipment does arrive, then report it and file the papers under the tracer number used.

"It would appear to one not familiar with this system that the only place it could be used would be on the pro-book and waybill book, but such is far from the case. We use it on our claim book, our O. S. D. book and in fact any place where we can put a tracer number on a permanent record, one very convenient place being the transfer book.

"Possibly there are times when the record is not referred to, but this is more than off-set by its handiness in other cases. In O. S. D. work it has no equal. It helps to match up an 'over' at one point and where shipment checks 'short' at another. This in case of mis-loading, and we have found this feature of great advantage alone. The tracer system is a money saver and we can prove it.

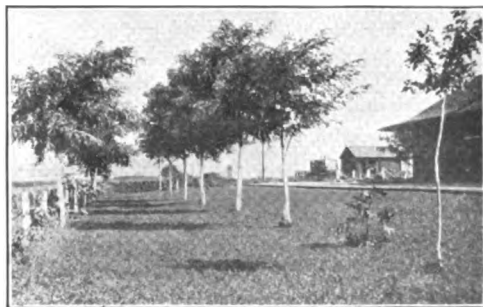
"A shipment comes in possibly under conditions where the railroad company is not to blame in any way. Consignee lets matter drag and through correspondence attempts to file claim. You have made a record of it at time it came in, made memorandums and placed them under tracer files. You find your record and find it quick. Quite recently we had occasion to use this memorandum on a shipment of horses coming in. One horse had been ruined in car. We had a talk with the consignee at the time, examined the horse very carefully, had a good record of his color, his bruises, etc., etc. About three months afterward we were notified that suit had been brought by the consignee. Our tracer file in this case proved of wonderful advantage and we were complimented by the attorney of the road for the manner in which we kept our files on the matter. This is one case in a hundred, most of them probably not of as much value, but amounting to considerable in time.

"The tracer system permits you to brief messages, especially messages that come to you in answer to an inquiry. One of our shippers requires the delivery to connecting line, also arrival at destination by Western Union message. I write to our Superintendent of Car Service, and the foreign line agent at destination, explaining the circumstances and informing them that by mentioning my tracer number and giving arrival or delivery it will be sufficient. Have received messages similar to 'Tracer 797 delivered Q ten A. M. today,' and it covered everything.

"I will acknowledge there are letters which come to you that can not be placed in the tracer file, such as a personal tip from the Superintendent that you are falling down on the job, or that your salary has been raised thirty per cent. These letters, however, are so few that at the smaller station you can remember the contents, and in some cases almost word for word. However, a separate letter file is easily kept, and we keep one here, also a separate car-file, but I will not attempt to explain the system in those cases.

"The use of this uniform system of tracer files is of great advantage where changes in agents are made. New agent then has all the previous agent's correspondence at his finger tips and it facilitates his claim handling.

"There are other features of advantage in the system but they will develop in so many different ways that I will not try to enumerate them all."



View of Station Grounds, Gracemont, Okla.

BILL'S GIRLS

By D. H. HILL, Jr.

I wish that you had known Bill, because then you could understand just what kind of a fellow he was so much better than I can tell you. At that time he was about 24 years old, and good enough looking without being enough so to spoil him. Easy going and sunny hearted, he slipped along through life without much effort on his part, and had a pretty fair time of it at that. You have seen people who "have a way with them." Bill had one with him that usually got him in right about anywhere he landed. He was the kind that girls call "perfectly grand," boys describe as a "regular fellow," and old maids speak of as "such a sweet boy." He was all that and then some. Anyway, we were pals, "buddies," he called it, which might seem a little strange, with me being an old bachelor and all, and a whole lot older than Bill.

Bill's greatest detriment was women. Now I do not mean the painted kind, or anything like that. I should have said girls in the first place, just girls. Bill just naturally gravitated towards girls. It was born in him I guess, and he could not keep away from them. Mind you, I am not saying that a young fellow like Bill ought to avoid the girls, not entirely, but there is a limit. Bill overdid it. Every time he saw a pretty girl he wanted to go hold her little hand and tell her why the little lamb died, or something just as foolish. He even let them interfere with his work. He had a pretty fair job for a youngster, but every once in a while some girl got between Bill and his job and the latter went into eclipse for the time being. He was just a flirt I guess, but he never meant any harm. He never seemed to take either himself or the girl seriously in any of his little affairs, and I don't think any hearts were broken. He simply leaned toward the ladies. Sometimes he leaned too far, and fell. To make it worse, they all liked him, judging from the way they encouraged him. I am telling you all this about Bill and the girls so maybe you won't be too hard on him when we get a little further along.

From what I have already told you,

you can see why it was a little hard for me to believe him when Bill came home one night and told me that he was implicated in a regular honest-to-goodness, diamond ring engagement, and was going to live up to it. All the rest of them had ceased to be and there was only one girl in the world, as far as he was concerned. Her name was Helen.

You know yourself that a person does not change much in a month, not ordinarily. So when Bill got back after being on a job for about that long at a place called Elton, and seemed altogether a different boy, you can't blame me for thinking that something must have happened to him. A funeral was a riot of fun when compared to him, and he talked every bit as much as an Egyptian mummie. He still looked like Bill, but he did not act like him at all. At first I did not say anything, because he usually told me what few troubles he had without my asking, but finally I got so worried that I could not stand it any longer.

"Son," I said, "why not pry yourself loose from whatever is on your mind and tell me about it? Maybe that will help some."

He did not want to do it at first, but finally after a little persuasion on my part he gave in and told me the whole story. I'll tell it to you just as soon as I can.

It seemed that when Bill struck Elton, he found a little village just about as lively as the grandstand two hours after the ball game. The only hotel in the place was owned and run by a Mrs. Smith. Now, if that widow's earthly possessions had stopped with the alleged hotel, I would not be telling you this. But they did not. She also possessed a daughter. And such a daughter, according to Bill. So when he found himself wished on that place for a month, and living in the same house with that girl, he weakened, that's all. He claimed he only meant to go easy and play around the edges, but before he knew it, he was way out over his head. He was not by himself either, for Mary, that was her name, got in just as deep as Bill. And

when they came to the top again, they were engaged, without knowing exactly how it all happened. A few days after that, Bill finished his work at Elton, and went back to home—and Helen.

I guess you have heard of fellows being engaged to more than one girl at the same time, and nobody dying from it. In most cases like that they do it just for luck, or with their fingers crossed. But with Bill, it was different. He meant that thing. That young skate had the nerve to sit there and swear to me that he had split his affections fifty-fifty with those two girls, and was not playing any favorite at all. Yes, sir, he was dead serious about it. Loved 'em both, wanted to marry and live happy ever afterward with the two of them. Not satisfied with one game, he wanted to take a double header. Can you beat it? And the fact that he knew he could not get away with it was playing discords on his heart strings.

When he finally convinced me that he was in earnest about it, I reminded him that the best people weren't doing the Mormon stuff that season. He said that kind of talk did not help him any. What he wanted was help—not sarcasm, and wouldn't I help him? Because I thought it would ease his mind a little, I told him I would see what I could do about it, but of course I did not have any idea that I could help any. To tell the truth, I was awfully disgusted with him, and told him so. He said he did not blame me, that he was disgusted and ashamed of himself. But he kept insisting that I do something to get him out. It was up to me, he said, but I could not see it that way. Me help him? What could I do? In the first place, I had never taken much stock in girls, mainly because, I suppose, they had never seemed to hanker after my society. Girls had always seemed to get along fairly well without any interference on my part, and I could not see how I was going to horn in between two of them simply because Bill had lost his head. He had often told me that I did not know anything about women, and though I used to tell him that I knew enough about them to stay single, down in my heart I knew he was right. The workings of the feminine mind had always been a blank place in my book of knowledge, and I was satis-

fied to have it that way. However, Bill seemed so hopeless about it, that it began to get on my mind.

I have found out that if you take almost anything and think about it long enough, it will grow to be a serious subject. That was the way this thing affected me. It was not long before Bill's twin-cylinder engagement began to seem as real and as serious to me as it did to him, which in its way was some little serious.

Now Helen, the party of the first part, in Bill's entanglements, was a sweet little girl that I had been knowing for years. She was as pretty and attractive as any girl needs to be, and as a prospective wife for Bill, she looked good to me. So I made up my mind that if any one was going to get hurt in the smash-up that was bound to follow, it was not going to be Helen if I could help it. Furthermore, I had a sneaky feeling that one, Miss Mary Smith, of Elton, had put something over on Bill—had taken advantage of his natural inclinations, and the circumstances. By that time I had already formed my opinion of her, though of course I did not tell Bill what I thought. The picture I drew and labeled Mary Smith was something like this: There she was, living in that little jay burg, where eligible men was about as plentiful as blonde Chinamen. The way the future stretched away did not look like any great white way to her, I figured. She could either live in Elton the rest of her life, and take over the hotel when the widow died, or she could marry some guy on the outside and get away from there. Dangle those two prospects before a woman, and which will win? So when Bill happened along he looked like the last train to matrimony to her, and she just naturally flagged it. I decided that Mary Smith was not nearly so much in love with Bill as she was in love with the prospect of getting away from the dear old home and into the wide, wide world.

That was the way it all stacked up to me, and I thought I was rather bright to see it. But I did not stop there. Not me. I sometimes have two ideas in succession, and that was one of the times. A little ray of sunlight was beginning to percolate through the darkness, and I got so stuck on myself that I began to think

of advertising for love affairs to fix up while you wait. This second delusion, all dolled up like a regular idea, hit me something like this. I would go to Elton and in a roundabout, disinterested sort of a way, give that girl to understand that even life in Elton was greatly to be preferred to married life with Bill. In short, I was to go over there and low-rate Bill until she saw her mistake. She would grieve a little, maybe, and then teach Bill the fade-away. That's what I counted on.

All this time the blue trimmings in Bill's color scheme were getting darker and darker, and it tickled me stiff to think that I was the proud possessor of his ticket back to happiness. The more I thought about it, the more I patted myself on the back and kidded myself into thinking that I could not be wrong. I never told Bill a thing, except that I would have to go to Elton. Even at that, he raised some of the grandest little objections I ever heard outside of a court room, but he was getting desperate, so agreed to my going on condition that I would not so much as hint about the double life he was leading.

So I headed for Elton. Maybe you think that I had a lot to do with my time, running around on a fool chase like that. You see, a miserly old uncle of mine learned to love me just before they screwed the lid down on his coffin, and the cost of living wasn't worrying me any.

Well, Elton was all that Bill said about it, only he must not have finished when he was describing it to me. At the hotel I got acquainted with the Widow Smith, putting up some kind of stall about being there to see about some property. It was not until dinner time that I first saw Mary. Then and there I began to get ashamed of all the things I had been thinking about her. In the first place, I never realized how the name of Smith could be glorified until

I saw that one. The whole race of Smith rose about 200 per cent in my estimation as soon as I got my eyes on Mary. Just looking at her made me think of every proud and happy moment I had ever known in my whole life. Honestly, I believe that if that girl had arrived unannounced at the Pearly Gates, old St. Peter would have passed her in without a thought, unless he merely wondered how that angel got out without him seeing her. When she walked in that dining room I sure thought there was a recess in heaven. I wish I could describe her to you, but I never did learn that kind of language.

When she found that I was from Bill's home town, she got real interested. After I admitted to a slight acquaintance with Bill, she became downright enthusiastic, which somehow did not please me any.

I stuck around Elton a few days longer than I intended to. You remember I was there to get Bill loose from the pursuing female. After that first day, I still wanted to do that same thing, but I wanted it worse than I wanted anything else in the world, and my motives were changing. However, I realized that the lovely little scheme that I fixed up to extract Bill was all wrong. When I painted my picture of Mary before I saw her, I used mostly dark colors, when I should have used every color in the rainbow. So the picture did not fit, and when I talked to her, I could not think of a single mean thing to say about Bill. The first day we talked about Bill, the second day we talked more, but less about Bill, and if I mentioned his name the third day, it was accidental. The more I saw of Mary, the more firmly I became convinced that as a wife for Bill, Helen was just the girl.

Then I went back home. Bill was awfully glad to see me, he said, and started out to pump me of everything I did and said while I was gone. I know I gave him mighty short answers to all his questions. I did manage to stay away from Elton for the three longest days of my life, and when I did go back, I felt so guilty that I sneaked off without telling Bill. The second time I left Elton I knew I had gotten the number of Bill's girls safely within the limit of the law. I did that by the simple little method of marrying Mary myself. Love at first sight? I'm guilty, but Mary says it was second sight that made her take me instead of Bill.

And what about Bill, you say? Well, as soon as he found out he could not possibly have Mary, he wondered how he had ever loved any one except Helen. Anyway, Helen was entitled to Bill. She saw him first.



Cedar Rapids Shops, Fire Brigade.

MERITORIOUS SERVICE

Mr. F. H. Myers, brakeman, Herington, has been credited with ten merit marks for firing engine extra 2033 east Feb. 13th, regular fireman having taken sick.

Mr. James Brennan, train baggageman, Chicago, has been commended for action taken on the morning of the 2nd when he threw off note at Burr Oak calling attention to burning of car of cinders or coal on siding at Oak Forest, there being several other cars in close proximity liable to be damaged by the fire.

Mr. Wm. T. Williams, fireman, has been given a letter of commendation for firing engine on train No. 92, Princeton to Eldon, Feb. 19, with the fire door off,—keeping the engine hot and doing a first class job of firing all the way.

Mr. G. W. Whisler, conductor, and Mr. J. W. Bates, and Mr. R. W. Sloan, brakemen, while on extra 2552 West March 4th, under unusual circumstances in order to save delay to car of coal, procured a wheelbarrow and wheeled jacks and other material from caboose three blocks to point where car was located and rebrassed car. These gentlemen were each given a letter of commendation for their interest in the matter.

Mr. B. J. Coulter, brakeman, has been commended on account of noticing brake beam down on car in 3/990 passing Centerville March 3rd, stopped train and repairs were made, doubtless avoiding an accident.

Mr. O. M. Housley, conductor, has been commended for noticing brake beam down on No. 29, pulling into depot Trenton Feb. 26th, notified train crew on 29 and assisted them in making repairs.

Mr. G. M. Keating, conductor, and Mr. C. H. McCarty and Mr. A. H. Pettigrew, brakemen, Feb. 20th, while heading in at Wabash Crossing, carrier iron on car came down, letting drawbar drop and break train line. These gentlemen secured bolts and made repairs, thereby preventing considerable delay as well as obviating expense of sending carmen on line to do the work and were given five merit marks each for their interest in the matter.

Mr. H. D. Jolly has been commended for discovering a broken arch bar while inspecting his train at Kearney, March 8th, which possibly avoided an accident.

Mr. Frank Els, fireman, has been credited with five merit marks for discovering a broken rail on Wilton Line Feb. 17th, promptly notified section men and repairs were made. His discovery and interest in the matter no doubt avoided an accident.

Mr. D. E. Cox, operator of Mercer, has been given five merit marks for interest displayed in discovering brake beam dragging on car in train 909 through Mercer Feb. 11th, signaled to conductor who had train stopped thereby avoiding an accident.

Mr. D. Ferguson, switchman has been given five merit marks account discovering bent axle on car in train 990—which train was ready to pull out of Trenton yard, Feb. 13th.

Mr. L. Hatfield, brakeman, has been given five merit marks for shoveling down coal from tank between Trenton and St. Joe on Extra 1678 Feb. 3rd on account fireman being taxed to his utmost to keep up steam. Hatfield's action no doubt prevented considerable delay to the train.

Mr. A. S. Aldredge, fireman, Amarillo, knows how to handle the sledge hammer. He was the only man of the crew who could swing the sledge hammer hard enough to drive up a knuckle pin which would allow the cars to uncouple, thereby saving a serious delay to train 92, March 5th.

Mr. Ben Elam, fireman, Eldorado, Ark., has been highly commended for action taken on Feb. 21 when he ran engine from Quitman to Eldorado, bringing the train in on time, regular engineer having taken sick.

Mr. J. J. Goss, section foreman, Quitman, La., has been credited with ten merit marks for firing engine of train 632 from Quitman to Eldorado on account of engineer being sick and the fireman taking his place.

Mr. E. C. Pickens, brakeman, Arkansas Division, has been commended for firing engine

on a recent trip from Madison to Hulbert, on account of student fireman who was unable to keep up steam.

Mr. W. G. McNew, conductor, and Mr. J. G. Halliburton, brakeman, Arkansas Division, on train 613, Feb. 8th, going into Hot Springs, detected brakes sticking and bled the car, thus avoiding doubling and serious delay to train.

Mr. W. M. Eagle, Engineer, El Reno, has been highly commended for firing engine 1769, train 931, Ninnkah to Waurika, Jan. 8th, regular fireman having hurt his arm.

Mr. J. Hopper, conductor, Valley Junction, has been commended for action on Feb. 2nd in discovering broken arch bar on car 49121 C in passing train 832 and notifying conductor of train 832.

Mr. F. Houk, conductor, Valley Junction, Ia., has been commended for services rendered on Feb. 1 at Williamson after picking up car C 88787, company coal for Horton, found broken train line and repaired same, taking car forward in train.

Mr. G. W. Dowell, conductor, and Mr. J. O. Vincent, brakeman, of Des Moines, have each been commended for services rendered in discovering bolster on car 170633 at Williams, and transferring car in order to avoid possible derailment.

Mr. G. W. Jenkins, brakeman, Des Moines, has been commended for services rendered on extra 735 East, Feb. 14th at Pella, Ia., in discovering Car C 500010 which had in some manner got off center and at least a foot to the rear of the car, the center pin having become lost or taken out.

Messrs. H. S. Cherry, J. L. Carmack, W. B. Healey, T. G. McCoy, and E. D. Stark of El Reno have received the following letter of commendation from Superintendent Ruppert:

"By referring to the train sheets, I note that train 96 on March 12th, which was in your charge, left El Reno at 12:05 a. m. with twenty-two cars of stock, poultry and eggs, and that you picked up seventeen cars of stock, poultry and eggs at Okarche, Kingfisher, Dover, Waukomia, Enid, Kremlin, Jefferson and Renfrow, arriving at Caldwell at 5:20 a. m. with thirty-nine cars of stock, poultry and eggs.

"Considering the amount of work you had to do en route, and the fact that you had to meet train 31 and let No. 12 by, we consider this a remarkably good performance, and appreciate the interest taken by you in getting this important train to Caldwell practically on time; and I desire to thank you for the excellent showing you made on this trip, and am attaching copy of this letter to your personal record file for future reference."



EMPLOYEES DESERVING SPECIAL MENTION FOR INTEREST IN PROMOTING EARNINGS OF COMPANY BY SOLICITING BUSINESS.

Conductor Frances of Cedar Rapids has been commended for securing passenger from Cedar Rapids to Chicago, this party having intended to use another line.

Mr. B. M. Webster, engineer, Arkansas Division, secured shipment of a car of sheep from Omaha, Nebr., to Alabama, N. Y., via our line to Chicago. This business would have been given to another company had it not been for Mr. Webster's efforts, and he has been complimented by the management.

Mr. J. J. Quinn of the Gen. Freight Dept., Chicago, recently secured 2½ tickets, Chicago to Ft. Worth, and says he has prospect of securing round trip ticket to Ft. Worth.

Mr. F. C. Hibben, conductor, Des Moines, while on train 471, March 20th, induced two passengers to purchase tickets for Minneapolis via our line, these people having intended to get off at Oskaloosa and taking another line. One of these passengers got on at Kirkville and the other at Eddyville.

Mr. V. B. Eubank, engineer, Amarillo, brought

in passenger to Agent Farley, who sold him a ticket from Amarillo to Los Angeles for \$37.45, this party having intended to use another line.

As a direct result of the personal efforts of Mr. John Keegan, who is employed as messenger in the office of our Chicago General Agent, we received a haul covering one car gas ranges, Joliet to Oklahoma City.

Mr. W. P. Powell, dispatcher, Amarillo, Texas, has been instrumental in securing a passenger from Amarillo to Howe.

Mr. Ray Maher of El Reno has secured a round trip ticket El Reno to New Orleans.

The crew of No. 2, arriving in Moline on March 1, have all been commended for the splendid attention and service given sick passenger from Tucson, Arizona.

Mr. T. F. McHale, foreman in Baggage room at La Salle station has been instrumental in securing some passenger business for our line, in one instance from Texas to Chicago and in the other instance from Chicago to California.

Through the efforts of Mr. D. H. A. Schwartz, Cashier, Amarillo, our ticket agent at Amarillo sold a ticket to a passenger from Amarillo to Silver City, N. M., this party having intended to use another line.

Mr. J. D. Groves, Night Clerk, Tucumcari, has been instrumental in securing a passenger from Little Rock to Fort Worth.

Mr. Oscar Hatfield, Conductor Pan Handle Division, has been highly commended for his activity in securing business. Recently he reported to Division Freight Agent Portel concerning one car of oil well supplies, 75 cars of brick, 15 cars of oil, 2 cars per week movement of hides, and in addition reported on a regular movement of packing house products.

Mr. L. D. Brasfield, Conductor, Kansas City, has been commended for interest displayed in soliciting passenger business. On his arrival at Kansas City, train 57, March 13th, he introduced to Station Passenger Agent a party who purchased two tickets via our line to McPherson, Kansas.

Recently a gentleman came to the office of our agent at Searcy, Arkansas, to send a Western Union telegram and in helping him to word his message our agent learned that he was ordering a tent. He knew nothing of the size of the tent or anything of the kind, nor did he ask the man about this feature—but he did learn that he was ordering from Kansas City and advised him of the good service maintained by this company from that city. He agreed to give us a routing order on the shipment, and when we received the tent it consisted of a carload of skating rink, tenting, etc., and the revenue on the car was \$136.00.

APPOINTMENTS.

Effective March 1st, a Reclamation Committee, composed of the following officers, is hereby appointed: Mr. C. A. Morse, chairman, chief engineer; Mr. W. J. Tollerton, general mechanical superintendent; Mr. C. H. Rost, general storekeeper.

This committee will have full jurisdiction over the collection and reclamation of all usable material and scrap, directing the use and disposition of same.

The officers and employees in all departments are requested to earnestly co-operate with this committee and be governed by the instructions which it may issue.

Effective April 1, 1916, London, England, agency of this company will be discontinued.

After March 10th matters previously handled direct with that agency should be taken up with the proper district officer in charge.

Effective April 1, 1916, Mr. A. Jackson, general European agent, will be transferred to Chicago to assume the duties of general immigration agent, vice Mr. A. T. Steinel, assigned to other duties.

Effective March 16th, Mr. T. J. O'Shaughnessy, adjuster at Chicago, Ill., has been transferred to El Reno, Okla., taking the place of G. G. Lewis, resigned.

Effective March 16th, Mr. C. E. Mekota was appointed adjuster at Chicago, Ill., vice T. J. O'Shaughnessy, promoted.

Effective March 16th, Mr. Geo. L. Hill was appointed adjuster and clerk at Chicago, Ill., vice C. E. Mekota, promoted.

Effective March 11th, Mr. John H. Burnett, with headquarters at Cedar Rapids, was appointed special agent, vice Mr. H. T. Riley, promoted. All wires and communications concerning special officer investigations should be addressed to Mr. Burnett in the future.

Effective March 15th, Mr. T. Brown was appointed roadmaster of sub-divisions 32, 32-a and 32-b, with headquarters at Trenton, Mo., vice Mr. R. Stanley, granted leave of absence.

Effective March 8th, H. J. Bemis was appointed agent and operator at Corbin, Kan., vice D. M. Watson.

Effective February 24th, Mr. C. R. McArthur was appointed general car foreman at Armourdale, Kan., vice Mr. George McDonald, resigned.

Effective Wednesday, March 15th, Mr. John R. Hayes was appointed roadmaster, sub-divisions 20, 20-a and 20-b, vice T. W. Brown, transferred.

Effective at the close of the business day on March 18th, the lines of the Chicago, Rock Island & Pacific Railway company from Iowa Junction, Iowa, to Iowa City, Iowa; from Muscatine, Iowa, to Montezuma, Iowa, and from Thornburg, Iowa, to What Cheer, Iowa, will be operated by Muscatine & Iowa City Railway Company, as lessee of the Chicago, Rock Island & Pacific Railway Company and its receiver, which will assume entire responsibility for the operation thereof after that date.

Effective April 1, 1916: Mr. H. E. Duval was appointed Division Freight Agent, in charge of Illinois division, with headquarters at Chicago. The position of traveling freight agent, Illinois division, was abolished. Mr. L. D. Voak was assigned to duty in the general freight office at Chicago.



Two Rock Island "Boosters."

Left—Daughter of E. H. Patterson, Train Auditor, Pratt, Kansas.

Right—Son of C. D. Williamson, Dispatcher, Pratt Kansas.



ARKANSAS DIVISION.

H. L. Howe, Editor.

CHANGES.

Mr. W. J. Sigler was installed as agent at Houston, Arkansas, on February 25th, 1916.

Mr. A. Wainwright, formerly agent at Casa has been transferred to Edmondson.

Mr. C. F. Knox, formerly agent at Edmondson, has been transferred to Roland.

Mr. L. J. Shade has been installed as agent at Casa, Ark., vice Mr. Guy Stover.

Mr. J. Bernard, agent, Heth, was recently called home account death in family.

Mr. F. L. Verity, who has been with an I. C. C. party since last May, has returned to position as draftsman in division engineer's office.

THE CAUSE.

"So this is your studio?"

"As you see."

"But it is very cold here."

"Yes," said the artist, "just now I am painting a frieze."—Grand Rapids Press.

THE LAUGH ON HIM.

Mr. Jones had recently become the father of twins. The minister stopped him in the street to congratulate him.

"Well, Jones," he said, "I hear that the Lord has smiled on you."

"Smiled on me?" repeated Jones, "He laughed out loud."—Tit-Bits.

Ever consider the significance of words? Take for instance the word "lead" (led) meaning a soft metal. You have possibly observed a few people who had "mettle" in them of this "type."

You can lead (led) a horse to water but a nickel must not be "lead."

And again—a man leads the wrong card, is sorry he led, makes a lead for his gun and scatters the "lead"—thus showing his "mettle."

A girl is led to the altar by a fellow who thinks he has a "lead pipe." But afterwards, by the time she has led with several "rights" he sees where he is left, which is not in the lead.

You take the lead when you pass a plugged nickel, and if they catch you you are led behind the bars for passing "lead" over the bar, in spite of what your lawyer said before the bar.

"He leadeth me"—Obsolete among suffragettes.

"Lead me to it"—Expression used in a dry state.

ANOTHER NEWCOMER.

Miss Helen Marie Bennetsen, daughter of Mr. and Mrs. I. C. Bennetsen, made her "debut" into this sphere on February 28, 1916. "Dad" Bennetsen is the head accountant in superintendent's office at Little Rock and has always borne the record of doing good work. Recent happenings have not molested that reputation. A number of Rock Island friends presented Miss Helen Marie with a sterling silver cup, and it is our sincere hope that the little cup will always contain a goodly measure of happiness for the darling. And here's the best of regards to its "mamma."

OBITUARY.

We regret to hear that S. D. Hall, father of Conductor P. P. Hall, died on February 18, 1916. Also C. J. Page, operator at Hazen, who died March 2, 1916.

We sympathize with V. McLaughlin, agent at Tenth Street, whose son died February 26, 1916.

A very sad case was that of Claud C. Tackett, conductor, who was shot and killed February 26, 1916, by his wife, who then shot herself. They leave one child, a boy about ten years old. The cause of the shooting will

probably remain a mystery, but it is believed by some that jealousy, possibly without due cause, is responsible for the tragedy.

Mrs. C. L. Browning, wife of Conductor Browning, died February 26, 1916, after a short illness of pneumonia. She leaves two children.

With the hauling of material to build the great tower of Babel was laid the seeds destined to bring forth the modern railroad.

Science teaches us that life started in the single unit or "monocell." This minute single cell grows to a certain stage and separates into two equal parts.

Each part then becomes a complete unit unto itself and after reaching a certain stage repeats the divisional process, et cetera.

But this method soon multiplies with such rapidity that ere long the cells become crowded and congeal into an organism containing many cells, which manifests a higher plane of life.

The immortal seed of necessity bursts forth in each plane as the organism struggles upward through countless ages of evolution, changing phase or character to meet changed conditions and environment.

This seems a definite process which goes on indefinitely, striving at improvement in formulating each new stage of existence.

What is characteristic of the cell is true of the human family.

First, the family, then the clan eventually followed by the tribe. The next step is the fusion of many tribes into a nation.

These nations, small at first, grow and in some instances absorb other nations of less resistance. The nation becomes a kingdom, and the kingdom evolves into an empire.

What is true of human society is reflected in all features within that society.

So we observe that transportation reflects this process and acts accordingly.

First the slave with his pack, then the donkey or ox; finally the yoke of oxen.

Then the stage coach with definite routes. This is supplanted in time by a better organism: e. g.: the steam engine on a track.

The railroad. The extension and absorption by the more healthy organisms or railways of the lesser or more healthy organisms or railways of the lesser or weaker ones.

And finally the system with its transcontinental arms reaching afar into the golden west, and man's dream ages old is realized.



AMARILLO DIVISION.

By "Sorghum Bill."

Conductor Strandburg was called to Guthrie, Okla., on some legal matters the fore part of the month.

Conductor Haight has been taken severely ill and at present writing is still sick; his early recovery is hoped for.

George Stone of El Reno, Okla., made a trip to the Grand Pit near Bard, N. Mex., fore part of this month.

The screenings used to surface Endee, N. Mex., platform and all the street crossings at Amarillo made a noticeable improvement and also won favor with automobilists and horses. (Mules not included; they move too "darn slow.")

Mr. D. A. Davis has been made agent at Vega, Texas. It goes without saying that Mr. Davis is the right man in the right place.

Mr. E. H. Moon, accountant, made a trip over our division. Full of business, as usual. No two ways about it—Mr. Moon is there on accounts and a genial gentleman along with it with the foolishness all on the back track.

Among the items that are hard to write right

is another announcement of the death of Mrs. Alex Calder, the wife of Mr. Alex Calder, conductor on this Amarillo division. A good man, too, both for the company he works and his family, which consists of several small but very bright children who should have had the tender care of their good mother. She was bringing them along all right, their faces would tell you that. Besides Mr. Calder could not part with so good a soul and many other good men have suffered the similar fate and I know from the same experience no other person can share your grief, each case is an individual one. But one thing can be said and done and that is every one on this division feel very sorry and sympathize with Mr. Calder and hope he accept it as sincere and that the future will be more encouraging being a man of exceptional qualities and a favorite among the rank and file.

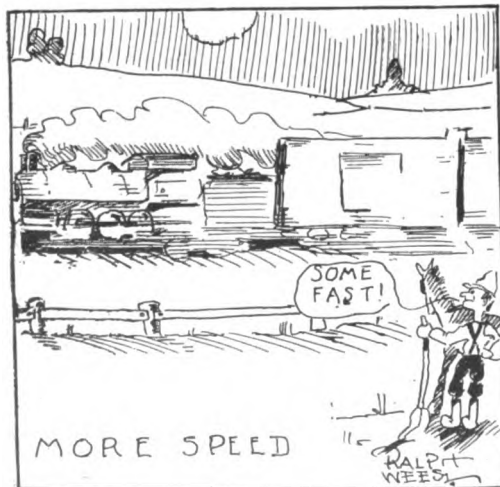
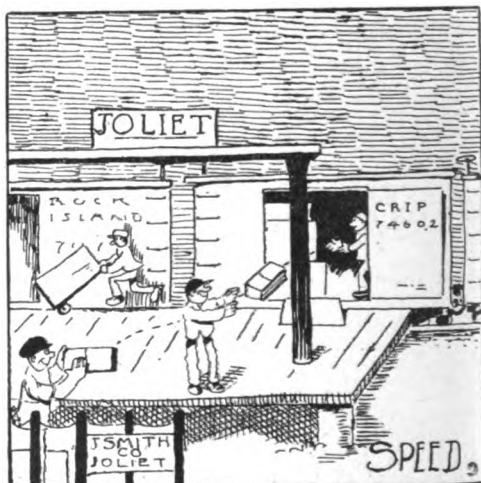
Mr. Lothian, the prevent injury man, made this division a visit for the good of the cause and like every other place under the "sun," there is always something new. He seems to rather enjoy the business and has the way of making you feel right. He is always welcome and may the cause prosper.

Mr. Tollerton, general mechanical superintendent, spent a couple of days among the rank and file his particular craft on the Amarillo division and moved eastward. From what the rank and file seem to express he seems to be a choice among them and just what they appreciate is a visit on the job among them. New

ideas can be given and taken and sometimes no better way could they be unearthed than when the man and the job is put face to face. Any one familiar with conditions at all ctn not help admitting that the mechanical department is lending its best efforts to go to the top and there are lots of little things that can slip that give an endless amount of trouble and criticism. Therefore there should be no hard feeling or thought given because such men are striving to better these conditions. As a rule men when corrected and set right rather appreciate these visits.

Conductor Maderias and Engineer Davidson have just finished up a big job. M. P. 746 to 748 + 20 poles besides ditching the cuts each half mile long to a width of 16 feet from the rail. They filled a fill across the "dry lake" that would do the "N. Y. C." credit. The price on coal saved by the raise of the fill through the lake and slipping down in long narrow clay cuts will pay for the job in two years besides we already have the satisfaction of clearance and drainage. They are now working at Fuller, Tex., making a much needed improvement there.

March 15 a train of U. S. cavalry horses were taken from Ft. Reno, Okla., to Tucumcari, N. Mex., over our rails. A nice run was made and the animals stood it will. Mr. Moore was in charge and seemed to be well pleased with the handling every way. They were unloaded and



fed at Tucumcari and reloaded, E. P. & S. W. handing them to the "front." You don't have to tarry long at Tucumcari. Jack Lynch is on the job.

Not in a long time has "Sorghum Bill" enjoyed a sight that he could sit down and write up without fear of overstepping justice. Having finished unloading a train of gravel and nothing else but wait for a train I sauntered up to what I thought was an unusual crowd at Glenrio, New Mexico, which, by the way, is on our line at the state line of Texas and New Mexico.

The real cause for the crowd was a plan the Glenrio Mercantile Company, composed of Mr. W. E. Moses of Denver, Colo. (the man who first located the town), and Mr. M. G. Jones, who is postmaster and express agent as well as the man who is engineering the battle to make Glenrio a prominent town on our line and he does not hesitate to entertain any idea that is good for the community. They have a large general merchandise store, lumber and coal yard, buy and sell grain and in a general way handle anything current on the markets. Being on the Texas line they enjoy the benefit of the Texas freight rates and therefore a good shipping point. They have been pushing every line of advancement and are now promised an agent and enjoy an open station. This having been somewhat of a setback before.

Turning back to the original pith of the subject, about the first thing "Bill" got his eye on was a big "sow pig." You know Mr. Jones conceived the idea of having a general sale day every third Saturday each month and this of course would need the rest of this book to tell you what would be brought to town to this sale but I'll get a few in before I quit.

Well, Red Gay raised this 290 pound mulatto complected sow and she had at least six knots in her tail and J. E. Murry up on a cracker box trying to raise the bid on her. She went up and up but finally the hammer came down. I forgot the price, but there was a tug of war to get her out of town and I know now why the knots were in her tail, "hand holts," by grab, and they were good ones. Now, next somebody bobbed along with a shotgun and case that went. A cultivator followed suit, then a bel-lows, then a mule. He kicked like sixty but no use. Murry never let up getting bids and I guess he'll always kick. He was sold. A cultivator with seven hundred attachments that would cultivate going and coming. That went, some, and a sheep got in the hottest part of the contest—somebody dropped a match on its tail. You can guess the rest.

Now that mule had to be rode and a kid volunteered and the crowd chipped in a nickel and a dime to get the kid interested by cracky that was going some. The biz picked up but the kid stuck like molasses and won.

Now Jones had a guessing contest on a jar size of half pint filled with black-eyed peas. To guess the right number would win a sack of flour, next nearest \$1 worth of sugar, 541 being the number; no one hit it; 540 and 542 were taken so two sacks of flour were let go. The next scheme of auctioning off boxes (small ones) with notions worth from 25 cents to \$2 containing everything imaginable from hair pins to safety first pins to a small sized dress for the old woman. These ran off like hot cakes. I guess every available man and woman in town were employed by Jones that day to attend to the business and while you may think I am joshing but people for thirty miles were there early and stayed late and I don't think I would miss the receipts much if I say that \$350 or \$400 worth of business was handled this way. It was a good way to get the people out. Outsiders never would think the population is in the country. Everybody good natured and the Tribune-Progress, the local paper, just come off the press. I don't have an idea Mr. Moses, who lives in Denver, could realize what a busy place Glenrio was that day and I am here to say to our own people that they don't fully realize the fact what there is about Glenrio. What the town needs is a bank, an elevator, more merchants of every variety and with the help of nature in the regular rains. The people will do the rest. Credit

is due the Glenrio Mercantile Company in the way they handled the crowd, their bargains and the pleasant way of doing business and will also do their share to make it the best town. Remarks among the crowd run this way:

"Jeb Smith still drives the old gray mare on the left side."

"Bud Wisler was talking sweet to Susy Brownjug."

"Mrs. Patchall's got a new calico dress."

"That Latham kid ain't got the 'lasses outen his hair yet."

"Reckon ye got yer beans all shucked yet?"

"My pumps let in this plagued sand."

Just like a bunch of railroad men at some meeting or wreck—the usual greetings and ups and downs come to the surface.

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KANSAS

Why Paint the Coal Man Black?

H. P. HARMON,
Vice President, David Rutter & Co.

The black band about this article is not meant to designate the fact that we are in mourning for the poor devil who supplies coal to a long suffering public and has finally been brought to his account by the persistent pestering of a flock of funny men and space writers who only waited the first sign of winter to strike a blow at him, but to emphasize the fact that black, the coal man's color, is a color of distinction worn by thousands of toilers in this bountiful land, who wear it and have earned the right only by honest, earnest endeavor.

When you realize how many of us are dependent on the source of power stored by the generous hand of God for future generations, and that man had no hand in its storage, but is doing his best to garner it for the use of the public; that he is spending every effort to make the best product he can from the veins as they lie, and to throw aside the rock and impurities before they are loaded with the coal, that the cleaner and better his coal, the more money he receives for it and the more new business he will get from satisfied customers; that perhaps a more charitable opinion of his purposes will be taken by that other worker who is charged with the duty of converting the coal into power and light.

The coalman, too, be he operator, jobber or retailer, is only a middleman standing between the labor that produces it and the consumer who burns it. He is truly between the upper and nether millstones, and they grind exceedingly fine, one forcing up his cost with every effort known to organized labor and the power put in its hands by politics, the other forcing down his price with all the power of organized capital and the greed of the almighty dollar.

You employes of a great railroad system are told when complaining of your fuel: "We only buy the best and the contractor must be at fault," but stop before you condemn him unheard. By the "best" is meant the best for the money and remember one only gets in this world what his dollar will buy. And this fuel, not perfect as it lies, though nature did her best, can be improved by more careful preparation but at an additional cost.

Notice the even sized, clean, bright coal that the average country dealer is forced to furnish the prosperous farmer doubtless from the same mine where tomorrow your engine may take its supply from a nearby coal chute, but how different.

Why does the farmer get one grade and the railroad another? Because the coal man spends more time, more labor on the farmer's purchase and the farmer is glad to reimburse him for this additional outlay.

Is it not true that the great majority of us, whether we labor with hand or brain, try to do our best, and give our best where we are appreciated. Paint the coal man black if you must, but with the realization that it is the badge of honest effort, that he is one of you, laboring for a place in the sunlight and desirous of the good will and good wishes of his fellows, and feeling too that he is entitled to this good will since the sunlight we are all seeking is furnished in its very essence by the product he is handling.

ABNER'S BRIEFS OF THE ARDMORE BRANCH.

G. Hiram Young.

APRIL.

Beautiful April is here with flowers,
B. V. D.'s and summer showers,
So plant your beans and garden sass,
And shape things up to mow the grass.

Clean up the trash and beat the rugs,
And dust the jardiniers and mugs;
Trim up the hedge and fix the screens,
And then enjoy a mess of greens.

"It's hard to tell who is the gladdest that springs is here, me or the bluebirds," Fireman "Snow" Bailey said the other day as he took up his old stand on sceniority corner posing with his new hat and low cuts.

Paul Springer, who has been on the west end for some time, has taken a run out of Shawnee. He went out there to grow up with the country but found all the soft snaps gone to seed.

Conductor "Red" Cook said that he saw a flock of umbrella menders going north some time back and went home and dug up his B. V. D.'s. That night it snowed.

That the Safety First movement has spread to the farmers of the country as evidenced by the fact that they left their Missus at home while they attended the late Stockmen's con-

vention at Oklahoma City. The one before, you will remember, was the one that "Queenie" raised so much sand, and the wives of the visiting stockmen started it.

Reports show that a brakeman got his "think tank" skinned by a shingle falling off a depot the carpenters were repairing along the line. That's a funny place to be looking for dragging brakebeams or hot boxes.

The boys who remember the biscuits that "Mother" Orr used to make out at Sayre don't like the idea of letting street car railroad men of Oklahoma City mix up in the affair to the extent he will monopolize the cooking. But Dan Cupid butts in lots of places that we can't control.

A pessimist saw some of the boys the other day with some fishing equipment and remarked something about "the call of the foolish." He was so old, though, that he had lost his memory when he was a boy and that excused him.

Our friend, Conductor Cobb, of Shawnee, has flung his hat in the ring of politics and is already assuming the air of W. J. from the standpoint of hair on his head.

Brakeman Chisel Chin will not buy himself a spring hat until he can get one that has a looking-glass in the top of it, so we have been told. Then he'll ditch that one if some other gink will get out one that has a powder puff in connection, we suppose.

The "Union" Depot at Lima was swept out the other day by the custodian and he should be remembered in the column for meritorious service. This mentioning is for the benefit of others that only clean house every spring, whether it needs it or not, also.

"I'm glad her birthday ain't in April," said Operator Hardin as he was oozin' up to the jewelry department at Kress, figuring on buying his "HER" a ring with her birthstone in it.

Slats said his new home in his bunk car that was at the Water Works Spur, near Holdenville, was too close to the creek, it being spring, and fishing was listed as a young man's fancy, so they moved it.

Brakeman Prichard, who for two or three years has been out on the west end, came over to Shawnee a few days ago. Glad to see you, old top.

All we are going to say about at this writing is: "Has Blondy, the night baggageman, come through with any cigars yet?" So come on in, Blondy, it's cheaper.

"Tell us, Fireman Mikesell, how does your garden grow?" Carl is in the bouquet-growing business, and the Missus says it is a good way to keep Carlo at the house.

Conductor Tom Cook of Ardmore remarked that some men acquired fame one way and some another, but Brakeman Snowden, who got peeled by a baggage car door sliding onto him, ought to run for some office on the woman's suffrage ticket.

Shorty Riggs, agent at North Colgate, says at the present writing he hasn't seen Villa, but if he comes his way he'll let us now. Personally, Shorty, we can't be bothered about finding him, so you needn't go to any extra trouble.

Conductor J. Quincy Adams went on a trip back to his old home in Georgia and reported things have changed since he was a boy in that country. Not much, though, have they, Quincy?

Brakeman Billy Olds can be the same ladies' man in overalls as he can "dressed up," according to Fireman St. Bryant. Which goes to show that clothes doesn't make the man.

The use of candles in case of a light failure in our passenger cars is all right, as far as it goes, but Conductor Bob Howard don't like the idea of having them go so far as to drip and run on his uniform, because it not only looks bad but is hard to come off.

It might be expected by the next issue that the big fish stories will be coming out. Watch for them, as many of the boys have been busy digging bait.

REFLECTIONS OF THE STUDENT

BRAKEMAN.

The time may get short, but there seems to never to be too much rush but what there is time to role a cigarette.

If the average brakeman misses making the coupling the first time he blames the coupler, but if he makes it the first trial he swells up like a "pizened pup."

WRITERS—ATTENTION!

Short stories, photo plays, poems, etc., are wanted for publication. Good ideas bring good money. Submit manuscripts.

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CARS—The poorest handled facility on the railroad.

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Did you ever stop to think what cars are to a railroad, or are you so used to them that you **don't think**? If so, just stop and **think** of the above three statements.

THEN—Make up your mind—

That it is a live subject.

That the poor handling can be bettered.

That you personally are going to improve the situation so far as you are concerned.

A load to a railroad means **money**. Cars carry the load, therefore cars really carry money straight to the treasurer.

If you were in business would you not hate to see a load of money lost? Yet that is what happens every time we move a car empty or delay it a day.

Did it ever occur to you that a railroad is the only business that deals in "return empties"? It can't be helped, you say; yes, it can be helped, but not avoided in all cases, perhaps.

You can help in other ways, too, by

Quickly Reporting.

Spotting Promptly.

Prompt Unloading.

Properly Using.

Fully Utilizing.

The last one is a good one and it's new, in a way. All roads are trying at this time of car shortage to use the cars to the full marked capacity and then put the 10% more in them. Do you do it?

NOW—Here are some figures to think about:

Delayed loads—this division cost us.....\$100.00 per day

Embargoed cars and loads without billing.....45.00 " "

We had approximately 2297 cars loading every day, but we only furnished loading on an average daily of.....477

That means it takes about five days to load each car and cost in per diem alone is.....\$2.25 per car.

We ought to get this for......90

NOW—Get this fully digested because I am coming with another shortly.

Rock Island, March 23, 1916.

A. B. RAMSDALL, Superintendent.

(Above is copy of circular issued by Supt. A. B. Ramsdell)

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Ain't it funny some fellers can tell all about the running rules of the transportation department as accordin' to sum magazine, but can't tell what our Book o' Rules says about it.

Probably the dear young thing won't cum out plain and propose, but if you understand their ways and remember she means the same thing when she lays her fluffy head on yer manly bsum and remarks something how bad she hates to die an old maid.

It looks like sum feller would figure out for the efficiency column something about how much time is wasted each day by fellers hunting fer matches to light their cigarettes.

A yard limit board seems to be placed on sum passenger brakemen's acts uv curtisy along about the age uv sweet sixteen an' on that class uv passengers only.

Sometimes we are glad that the railroadin' pulled around the Beanery ain't on the road proper, unless the speed limit wuz made less.

Faith iz a mighty good thing, but it ain't only accordin' to the Book o' Rules, but it iz simply Safety First to go on back an' flag.

A train crew can forgive an engine fer anything on earth exceptin' when she slips down on a hill, causin' 'em to have to double if it's rainin'.

How it iz sum Hogers can oil around 77 times with only a pint an' a half uv oil on a houndred-mile run iz mor'n we can figure out.

BURR OAK TRANSFERS.

By Bandy.

C. C. Mapes and wife made a flying trip to New York the latter part of February. Presume it was a belated honeymoon. It's never too late, is it, Clarence?

Box car advertising is one way to advertise according to M. A. Anderson, Newton, Iowa, as one of our young ladies received a postal from that party. Hope they keep up a steady correspondence. Look out, "Mutt," you will be cut out—maybe.

Harry Watts has the following to offer: "What's the difference between a 47th Street Gazok and a worm?" The answer will appear in our next issue.

Cannot understand why all the "young bloods" are starting "a little" on the upper lip. Slim, Tub, Storz, etc., saying nothing about Geo. Caswell. Must be necessary to belong to the "Rum-ee Club." Here's good luck to you, boys.

Following conversation between Dan Madden and Ollie Fay, recorded by our dictagraph in our record room. Ollie: "Yes, Mildred Anderson is to leave us soon." Dan: "No! Where is she going?" Ollie: "To Crown Point, Ind., to be married April 1st, or has been since February 17th." Dan: "Well, who'd 'a' thought it! Let's wish her happiness and good luck, Ollie." The office force does the same, Mildred; may you always have pleasant memories of your former office associates.

Strange how Fred Witt always gets in with female solicitors. Last damsel had pamphlets for the Orphan Home to sell. Sure, Fritz digs up the necessary. Why is it the others beat it for the record room? Can't you do the same? (No, he hasn't enough sense.)

A FEW Y'S.

Why does Mutt Anderson put on wooden shoes before shaving?

Why does Paul Kowalewski start buttoning his shoes from the Top?

Why does Fuzzy wear neckties to match his cloth top shoes?

Why does Carl Groskopf polish his finger nails with sealing wax?

"Cherry" picking in the winter is a new stunt around this part of the country. Must be some truth in it as Helen, our Compto. girl, says "Cherry is good picking." Sure, "Cherry" must be good or he would not be grabbing numbers at the "Out Freight."

G. Hiram: Glad to hear from you again. Articles with a come-back should be appreciated. It causes some to think twice and probably turn out a better grade of work. Something we should all try and do and at the same time it causes more interest in our magazine. Come again, Hiram.

Ed. Harrington being rather proud of his checker playing ability boasted too much to "Old Dan," the shoe polish king. Old Dan got

the first "Fall" in 5 minutes and 10 seconds; second "Fall" in 4 minutes and 2 seconds. Some playing on Ed.'s part. Ed. lays his defeat to nervousness.

COME BACKS.

Nit, that's my wife, Bandy. Can't get out of the habit. Geo. Smith.

All good checker players come from Tennessee, Bandy. Ed. Harrington. (Not much more, though.)

Where'd get that dope about Caswell and I skating, etc.? Don't butt in, Bandy. Grace, the compto. (I think this case will have to be reported to Mr. Butler of the Pa. Co. at S. Chicago for settlement.)

Forty-seventh Street Line: Sure, we're game; what's up, Raymond? Wouldn't be fair to the station if we did not boost it. Nothing on you, old top; your dance and gazok's, for instance. Come again, kid.

Wm. Dale, agent, Oak Forest, Ill., who was accidentally killed February 10th was a former employe of Burr Oak Station. We extend to the family our sympathy in their hour of bereavement.

O. Thomas, of cashier department, here's a warning for you: "Mutt" is on your trail; the gang's back of him; leave his "goll" alone. These "Mutts" are a bad lot when they get started.

Culbert Harvey, formerly employed as yard clerk at the out-freight, left the service to do "farm work." Pinky, as he was called, will be missed by one we know. U. S. mail will now do a rushing business.

F. O. Hill, agent, Englewood, was a recent visitor. Glad to have you with us. Come again!

A. J. Mitchell, former agent at this station, was also a recent visitor. "AJM," as the boys used to call him, remarked: "It's nothing like it used to be, but those were the good old days." A few of the old-timers will agree that they sure were "good old days."

Understand Cliff Longfellow keeps a diary, a vest-pocket diary, understand. Wonder if it runs something on this order: February 23rd. Met Hike at Grand Candy Shop. Seen Ruth twice but did not take her home. Wonder who did. Went to F1 F1 practice. February 27th. At Julie's all afternoon and eve. Grand time. Took Ruthie home 9:33 p. m. Went to club. Home in time for work. March 2d. Missed Ruth (evidently next); played cards with Hike. Went to Candy Shop and bought one stick gum. (Why one stick?) Missed Ruth (again?). March 7th. Went to Lyric Theater, in the gallery; met Marie. Later went to F1 F1 and met Ruthie. Took her home, 10 p. m. Cliff must be in love. Good thing to keep tab on yourself to prove to her your a good kid when you land her for life. Have you forgotten Bowen, Iowa?

The second meeting of the Prevent Claims Committee was held at Burr Oak, Ill., Friday, March 10th, Chairman C. B. Pratt presiding. Among the members present were Messrs. P. J. Colligan, M. M.; H. P. Justin, T. M.; J. F. Jameson, G. Y. M.; J. Y. Yocum, T. I.; C. B. Huber, C. D., and J. J. Acker, superintendent car department; Agents A. J. Hitt, J. W. Lawhead, C. A. Tice, F. O. Hill, L. B. Radkey, R. W. Cameron, W. R. McKeen. Various subjects were discussed with reference to the proper handling of freight and equipment and with a view toward prevention of claims. Meeting was considered a very interesting one and instructive to all concerned.

FORTY-SEVENTH STREET LINE.

Edw. B. Smith, Assistant Editor.

Ray C. Wolf, Editor-in-Chief.

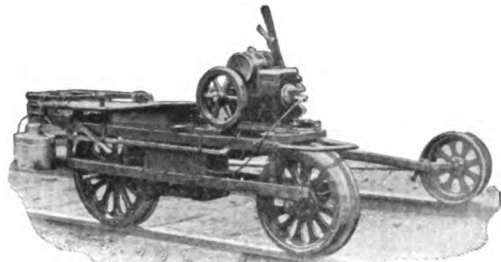
(Our Motto—Live the magazine at any cost—and smile.)

Add Horrors of Editing.

We are allotted a certain amount of space each month in this justly famous booklet, and the staff of the "Line" fills this space as it sees fit, with items concerning the Forty-seventh Street Shops. The employes at Forty-seventh street seem to be satisfied with these items, as is verified by their numerous contributions. Therefore we can see no reason for "Mac" of Rock Island to register a kick. Muddle along, muddlers, and behave.—Gozok, No. 13.



Adapted for 4 wheeled light cars



Can be installed easily on a 3 wheeled velocipede

CASEY JUNIOR

An Engine for Light Cars and Speeders

You all know "Casey Jones" the famous hand car engine. "Casey Junior" is its little brother, only one-third the size and half the power. It is the first and only practical engine on the market for converting hand speeders into motor speeders. Not a "Jim Crack" nor a toy, but a powerful engine, built almost like a watch and so compact that it can be picked up like a piece of stove wood, yet develops $2\frac{1}{2}$ H.P. brake test, and weighs only 80 pounds, including water cooler, gasoline tank and all. It will fit any speeder or light car. Runs either way with equal power and speed, starts, stops or reverses like an automobile, or can be left running free while car is standing. It is not necessary to push car a block or two to start it.

Motorize Your Speeder

Why pump your speeder when this little engine will do it for you? Why swelter in the broiling summer sun or shiver in the blizzards of winter when this thoroughly practical motor can be had at such a low price? It is sent out complete ready to install and run by filling the tank with gasoline.

Price \$60.00 cash or terms of \$10.00 down and \$5.00 per month. Ride while you are paying for it. Send for one and try it for thirty days at our expense. If you don't like it send it back. We will be just as good friends.

Get our 1916 descriptive folder which describes very completely both the "Casey Junior" velocipede motor, and the famous "Casey Jones" 4-8 H. P. hand car engine which we furnish complete for the converting of a standard hand car into a motor car.

NORTHWESTERN MOTOR COMPANY,

100 Spring Street

Eau Claire, Wisconsin



Chief Janitor Boyle of the engineer's wash-room recently took a trip to Trenton, Mo., for a week's stay with his old friend, J. J. Fitzgerald. He reports a glorious time riding around the country with Fitz and his Ford.

Editorial Note.

After a very close contest, Mr. E. B. Smith has been elected assistant editor of this scintillating bit of journalism, succeeding Mr. Fred Fasold, resigned. The vote was very close between the winner and Mr. Pop O'Connell, the other aspirants running very low. Mr. O'Connell polled a very heavy vote among the girls, especially in the storehouse, and most likely they will be disappointed to hear that he lost the appointment. However, he has promised to contribute his articles from time to time and keep the reputation of this col. above par. Mr. Smith is well known to the Forty-seventh street employees and has assisted in the editing of this column in the past, so that the work is not new to him.—Editor.

It is with regret that we hear of the sudden death of Mr. R. L. Stewart, mechanical superintendent of the second district, and formerly master mechanic at this point. The sympathy of the Forty-seventh street employees is extended to his family.

Mr. Shupert, Attention!

We are getting rather anxious about those cigars you promised some time ago. We are thinking they would get rather dry if you don't send them around soon, therefore this gentle hint.

Busy!

Love Nature! Yes, of course I do.
Her roses red and skies of blue—
But now I'm busy loving you!

Beauty Hints.

Mind your own business.
Always agree with a large man.
Never brag of your pugilistic ability.
Wait until the car stops.
Never get married.
Never go to war.
Mae says: "Don't let your smiler get rusty."

Wonderful Insight.

Watson, the needle!

(From Rock Island Muddle.)

"After a careful perusal of the Forty-seventh Street Line, we are inclined toward the theory that there was a dance given in that vicinity last month. In support of our theory we may state that we noted an item or two that seemed to imply as much."

Perhaps the Muddler does not know that in all small villages such as this, in which the railroad makes the town, machinists' dance always comes next in importance to the president's stop-over.

Miss Helen Murphy, our genial switchboard operator, recently had the opportunity to become a "Countess," but she spurned the chance.

Grease Cup Miller shipped a firkin of butter and a few dozen eggs to his pal, D. L. Grady, of Trenton, Mo. Mr. Grady was very thankful for the favor, as he advised on a card he sent to Brother Miller.

It is rumored around the shop that Adlair Loy is soon to be married to a certain young lady from the vicinity of Forty-eighth street and St. Lawrence avenue. Adlair denies it, but the neighbors should know.

The following is published at the request of Miss Helen Murphy, the future "Countess":

Such An Easy Job!

"Most anyone can be an editor. All the editor has to do is to sit at a desk six days a week, four weeks of the month, and twelve months of the year, and edit such stuff as this!"

Jerry Connell climbed on the roof of his house last week looking for a leak and fell, striking himself on the porch.

While Ray Wolf was escorting Mary O'Connell from work last evening a savage dog attacked and bit Mr. Wolf on the public square.

David Goldstein of the Rock Island lines was playing with a cat Friday when it scratched him on the veranda.

Mr. Reynolds, while harnessing a broncho last Saturday was kicked just south of his corn patch.

Yes! It's a wonder they draw salaries for it. Editor's Note.—The largest part of the salary is paid in abuse.

Chicken Again.

Bull Trognitz and Charles Briggs of Burr Oak undertook a walking contest recently and Bull Trognitz had to furnish a chicken supper, which cost him about 20 simoleons, while Briggs had to half-sole his shoes.

Mr. Jerry Connell, chairman of the shop grievance committee, says of Mr. Stewart: "He was the finest man the company or employees could ever get. He had the tact of handling men and of retaining everybody's friendship. He cultivated the habit of doing small favors for everybody and played no favorites. The company will never get another man like Mr. Robert L. Stewart. I cannot say enough in praise of him, and every machinist on the Rock Island system will agree with me."

Political News.

Machinist Peter Moltry of Burr Oak is running for alderman in the Second Ward at Blue Island. Brothers Davis and Trognitz are his campaign managers and they are very optimistic regarding his success.

Jack Dougherty, Oscar Ring, Joe Godfrey, Peter Rice and Honus Gebert, the Forty-seventh street Funkhouser men, were down at the Coliseum Pan-American Exposition with field glasses looking over the model.

Old Friends, Attention!

Mr. Edward Kruse returns from K. C. with the report that our old pal "Alice" is looking fine and has not forgotten her Forty-seventh street friends, to whom she sends her best regards. She says, "Chicago for mine as soon as possible."

Office Changes.

Mr. F. J. Ondrak, head timekeeper, M. M.'s office, has accepted a position in the office of the Superintendent, N. Y. C. lines. We regret to see Mr. Ondrak leave us after five years' faithful service and feel assured that he will make a success in his new venture. As an appreciation of their regard the office employees presented him with a gold set of cuff links and stick pin.

Effective March 16—Mr. R. C. Wolf was promoted to head timekeeper, vice F. J. Ondrak, resigned.

Effective March 16—Mr. J. B. Fineron was promoted to material clerk, vice R. C. Wolf, promoted.

Effective March 16—Mr. M. W. Muir was promoted to assistant timekeeper, vice J. B. Fineron, promoted.

Effective March 16—Mr. Eugene McKeown was appointed labor distributor, vice M. W. Muir, promoted.

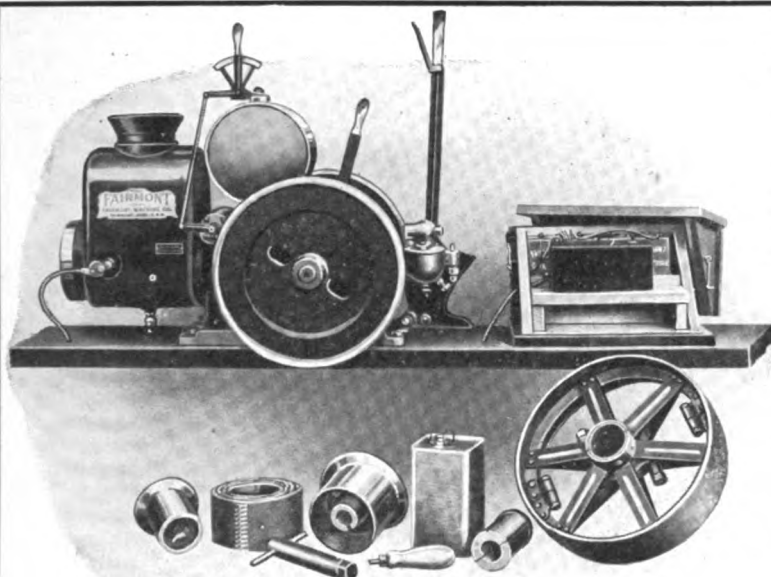
Effective March 16—The accounting of the Chicago Terminal division was concentrated in the office of Chicago Store under jurisdiction of Mr. Hermany, auditor of disbursements, and under direct supervision of Mr. W. P. Walpole, former accountant in the superintendent's office. This necessitated the moving of Mr. Bunting and Mr. Fineron, accountant and material clerks, to the office of Chicago Store.

HAMILTON PARK KRISPETTES.

THE HAS-BEENS.

I read the papers every day and oft encounter tales which show there's hope for every jay who in life's battle falls. I've just been reading of a gent who joined the has-been ranks, at 50 years, without a cent or credit at the banks. But, undismayed, he buckled down, refusing to be beat, and captured fortune and renown; he's now in Easy street. Men say that fellows down and out ne'er leave the rocky track, but facts will show, beyond a doubt, that has-beens do come back. I know, for I who write this rhyme, when forty odd years old, was down and out, without a dime, my whiskers full of mold. By black disaster I was trounced until it jarred my spine; I was a failure so pronounced I didn't need a sign. And after I had soaked my coat, I said (at forty-three), "I'll see if I can catch the goat that has escaped from me." I labored hard; I strained my dome, to do my daily grind, until in triumph I came home, my billygoat behind. And any man who still has health may with the winners stack, and have a chance at fame and wealth—for has-beens do come back. WALT MASON.

Foster's Indians defeated Kramer's Wild Cats as a starter St. Patrick's night bowling at Met-



3 Sizes

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4-8 H. P.

—
6-12 H. P.

—
8-16 H. P.

—
**Lightest
Weight**

—
**Smoothest
Power**

—
**Uses Least
Gasoline**
—

ENGINE BUYERS

Get a leather bound Memo Book free!

If you have no engine on your car, or don't like the one you have, send us the coupon below, whether you intend to buy or not. We'll send you a dandy vest pocket memo book for your trouble.

This offer holds good only until April 25, 1916.



**Don't write a letter—cut and fill out
Coupon *now*, while you have it in mind.**

Get *all* the facts—*then* decide.

Fairmont Gas Engine & Ry. Motor Car Co.
439 N. MAIN ST., FAIRMONT, MINN.

Send free leather bound Memo Book.

My Name.....

Post Office..... State.....

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

call's alleys. Keep on rolling boy's, and you'll usher in the baseball season.

Miss Ethel Matteson, lately of the F. C. D., was married to Carroll Lonstetter last June. We just got next February 24, 1916. After all, elopements and private affairs are all the go recently, and we are accustomed to surprises. However, we wish them all the happiness and joys of married bliss.

Our own Eddie Hoffman, recently of the A. F. T., left recently to engage in business with his father. Eddie was always willing and energetic, and his sterling qualities will bear this out in his new enterprise.

Baseball is now in its infancy as to the opening of the season, and with it comes a challenge from the freight and overcharge office to play a series of games, preferably with the A. P. T. This will give the boys an opportunity to limber up and display some of that old-time ginger of which some of them are possessed.

Carl Utter, we have learned, is under the spell of sickness. Although recent reports have not been as favorable as they should, we hope to see a speedy recovery.

Peter Jasper Young occupies his time recently taking the measure of the floor. We were given to understand the stork paid a visit and left a bouncing boy, and Pete has been all smiles ever since.

Geo. Drexel, whom we thought immune from the charms of the fair sex, has succumbed, and seems to be paying marked attention to a fair maiden of the A. P. T. Don't get the habit, George, and make it private or elope, but let's hear the good news in time.

Thursday evening, March 16th, proved a boon to the Rock Island Men's Chorus, when they held their fish stag and smoker. Musical selections were well rendered, and light luncheon was served. The Hamilton Park boys were well represented, and we look forward to another evening's enjoyment. Keep up the good work and encourage the director by attending the rehearsals regularly. (Don't be a drone.)

We are pleased to note Mrs. John Hanell is convalescing nicely from an attack of typhoid fever.

Miss Madeleine Wall, previously alluded to in this column as the "Lillian Russell of the A. of D.," was married to F. J. Hinske, well known in railroad circles, March 1st. The couple left for a trip through California. We trust that the trip on the sea of matrimony will be as pleasant as the railroad trip.

Stanley's Night Owls defeated Kramer's Wild Cats at bowling recently, winning two out of three games. Otto Jessina starred for the victors, while Chas. Foster was the strong man for the losers. We would suggest that P. Kramer change the name of Wild Cats, as the majority went wild. Get a new name and tame them, Pete.

Harry D. Koch seems to penetrate the future with his glances. Vacation time, Harry, is not far distant, and Moberly, Mo., can be reached by train. Have a little patience.

The girls in the ticket sorting department gave a luncheon party on the afternoon of March 17 in honor of Miss Rose Hartman, the retiring head of the department, and to Mrs. H. W. Springer, who will have charge of this department commencing April 1. Miss Hartman is retiring to take charge of a home of her own in Detroit, Mich., and her new name is now Mrs. Lester Martin. All the girls love Mrs. Springer and wish her success in her new position. The luncheon was one grand success, so many good things to eat. "Nuff said," by one of the girls.



HOWLS FROM HERINGTON.

By Mutt and Jeff.

PRELUDE.

Since the decease, pardon us, we mean marriage of our predecessor, Miss Cullins, the Kansas Division has not been getting its share of publicity in this, our magazine. Hereafter, however, we hope to have the liveliest and most interesting column in this magazine. "Monthly Muddles" and "Ardmore Branch" take notice! It will be our aim to include in this column news of interest to the entire Kansas Division,

and contributions from each and every employe of this division are solicited.

Miss Mina Gunn is our new messenger girl, vice Miss Cullins, married. It is rumored, however, that she, too, will resign shortly to keep house—for her mother, whom we understand is sick and needs her care.

Brakeman A. Kilby was called suddenly to Chicago February 21st on account of serious illness of his sister.

Mr. Elmer Holtsclaw, the trainmaster's clerk, is the proud father of a daughter, born February 21st.

The special train of our chief executive and operating officers, Mr. Gorman and Mr. Ridgway, respectively, passed through Herington February 20th en route to El Reno.

Glenn Young, maintenance clerk, has lately moved into his new bungalow on the west side.

A. L. Theiss, rodman, is assisting on some special work in the superintendent's office at Herington.

Geo. Nettles, former rodman on this division, has accepted a position on the Arkansas Division at Little Rock. The flood conditions at that point have evidently made business good for the M. & W. department.

Mr. Jas. McNerney, who has been assisting in the superintendent's office on the special work, has resigned to accept a position with the Great Northern at Havre, Mont.

Mr. Earl Kimmerly, also working here on special work, has accepted a position in Mr. Henry Lucas' office of the C. R. I. & G. Ry. at Ft. Worth.

The Kansas Division Safety Committee convened at Herington February 21, 1916.

Division Engineer Hughes has been presented with the "Iron Cross." We don't know what he did to be thusly honored, but guess it's all right.

W. A. Weise, formerly of this office, is now shop accountant at Armourdale.

Road Foreman of Equipment E. J. Jennings has resigned, effective March 15th, returning to former position as engineer on the El Paso Division. While occupying the position of road foreman on the Kansas Division Ed has made many friends who wish him all the good luck in the world, and many miles watching the drivers roll.

M. C. Tyler, formerly instrument man on the Kansas Division, has accepted a position with the mining and fuel department, his official title being "supervisor of coal chutes." His territory is the old second district and the Missouri Division. "Ty" is a fine fellow and all of his friends are glad to learn of his promotion.

Carl Scholz, manager of the fuel and mining department, and H. Clewer, supervisor of locomotive operation, were visitors in Herington March 16th.

Agents at Clay Center, Manhattan, Horton, Topeka, Herington and Caldwell attended merchandise meeting in El Reno March 15th.

Mr. E. H. Moon, district accountant from El Reno, was in Herington March 14, 1916.

Chief Dispatcher B. Johnson made a trip to Waurika, Kan., March 7th, in connection with a live stock lawsuit.

J. G. Hutchison, who has been roadmaster of the territory from McFarland to Belleville since 1911, with headquarters at Clay Center, has been transferred to the Kansas City Terminal Division, relieving W. A. Simpson, roadmaster at that point, and who takes Mr. Hutchison's place at Clay Center. Mr. Hutchison has been roadmaster on the Kansas Division at Topeka, Herington and Clay Center since 1906, and his many friends on the Kansas Division regret to see him leave.

Mr. C. A. Morse, chief engineer, and Mr. H. G. Clark, assistant chief operating officer, passed through Herington Monday, March 6th.

The prospects for a winning Rock Island baseball team in Herington this year are good. Bill Boaz, manager of last year's team, will no more be seen cavorting around the diamond. Bill feels that he has served his years of usefulness as a ball player, and will henceforth devote his spare time to fishing. Most of last year's players, however, will wear a Rock Island uniform this year, and Herington will again have as classy an amateur team as there is to be found on the system.

C. H. Allen, telegrapher in relay office at



Comfort in Suspenders

Forty million pair of Shirley President Suspenders have been made, sold and given comfort and satisfaction to the wearers. There is just one reason why a man continues to replace a worn-out pair of

Shirley President Suspenders 50¢

with a new pair of the same kind. *He likes them.* A trial proved them to be comfortable and durable. Future purchases are made because of satisfaction. Many wearers have a pair for each suit. It's convenient.

Shirley President means
Suspender Comfort and a Guarantee
President Suspender Co. Shirley, Mass.



\$48⁵⁰

Now know the comfort of quick, legible writing on a regular \$100 typewriter — sold by us for only \$48.50. And the privilege of 30 days' free trial besides. Earn enough money during trial time to pay for the machine. You will easily get from 10c to 20c a page from those near you who will be glad to get work done.

Reliance Visible Typewriter

One of America's standard machines. Sold under advertised name for \$100.00. Has all the conveniences, the best improvements, the strength and fine appearance. We guarantee that it will prove as satisfactory as any standard machine. *We know it will.* We use it right here in our office. Save half.

Write for Typewriter Catalog

It tells why we can sell this \$100.00 visible writing typewriter for less than half price.

Montgomery Ward & Co. Dept. E120
New York, Chicago, Kansas City, Ft. Worth, Portland

Write to the house most convenient



Rock Island Emblems Fobs and Cuff Links



Actual size of buttons or cuff links.
SEND FOR ONE TO-DAY.

¶ It means something to be a part of this great American railroad system, whether you're section man or president.

¶ Send for a Button, Fob or Cuff Links and travel all over the world and see how folks "take off their hats" to a "Rock Islander."

FOBS

Fine Russia Leather [without Emblem] 25c
Add price of emblem desired to price of fob. Any priced emblem may be worn on the fob. Fob is 5½ inches long.

BUTTONS

Screw back will be sent unless pin back is specified.
Plated 35c
Rolled Gold 75c
Solid Gold \$1.25

CUFF LINKS

Plated 75c pair
Rolled Gold \$1.50 pair
Solid Gold Emblem Faces, plated shank and bean \$2.25 pair
Solid Gold Faces, shank and bean \$4.50 pair

Address

Rock Island Employees Magazine La Salle St. Station CHICAGO

A Wickless, Oil-less, Odorless Railroad Lantern



Federal Electric Lantern Best by Test

Hundreds of Federal Electric Railroad Lanterns have been in use by railroad men in many branches of the service for over two years and have proven to be the most convenient and dependable of any lantern ever used.

It throws a clear bright light and can be seen distinctly for over a mile. Designed by a railroad trainman and meets all railroad requirements. Lights instantly by simply turning handle. Collapsible—fits easily into suit case or bag.

You will find its use a pleasure and convenience, and will be proud to own one.

Write today for our circular completely describing this Electric Lantern.

Federal Sign System (Electric), Desk 141, Chicago

Dealers and agents wanted everywhere.

When Writing to Advertisers Please Mention Rock Island Employees' Magazine.

Herington for several years, left March 3d for Crown Point, Ind., where he has accepted a position in the county auditor's office. "Cash" has many friends here who regret to see him leave.

G. P. Nissen, personal record clerk in superintendent's office, has resigned. George would not say what he is going to do but it is rumored that he has accepted a position selling hot tamales.

By the way, has anyone seen Pete Berney taking any motor car trips lately?

Mr. S. H. Lawrence, insurance inspector, recently made a trip over the division.

"Favorite pastimes of some people you know"—

Pete Berney—Riding motor cars.

E. H. Heath—Sneezing.

H. P. Holt—Telephoning.

Roland Ross—Moshers.

L. J. Hughes—Smokarols.

Geo. Knowles—Pressing clothes.

Jack Guest—Arkansas.

Val Enlow—1736 Report.

For Sale—Two cob pipes; apply telegraph office.

Another young man in the superintendent's office fell a willing victim to the wiles of Cupid, when Mr. Clarence Armstrong, personal record clerk, was united in marriage to Miss Edna Haage, a popular young lady of this city, March 2d. For some time the boys in the office had noticed a decided change in "Army," but not until the last minute did they suspect the reason. Mr. and Mrs. Armstrong have gone to housekeeping, and we extend to them our hearty congratulations.

TOPEKA.

Miss Helen Cleveland and Mr. Cecil L. Dake were married February 26th, and went to Colorado Springs and Denver for a few days, returning to Topeka March 2d. They are now living at 227 Polk street. Mr. Dake is interchange clerk in the local freight office.

R. V. Sewell spent the week ending March 4th in Kansas City visiting friends. Mr. Sewell is claim clerk.

Mr. E. B. Poyer and wife returned March 10th from Marlow, Okla., where they spent a few days with relatives. Mr. Poyer is employed as car clerk at Topeka.

C. F. Real, formerly chief clerk of the local freight office, now agent at Manhattan, Kan., arrived Saturday, March 4th, for an over-Sunday visit with friends and to attend the Prevent Claims meeting in Topeka the following Monday.

Paul O. Botkin, night expense clerk, went to Kansas City March 4th to spend the day with friends.

SALINA.

If weather continues favorable it is expected the new Union Depot will be opened first part of April.

The Santa Fe officials paid the Union Depot a visit March 8th.

Our new road, the Salina Northern, expects to inaugurate regular train service soon, both passenger and freight. While they have no regular trains they are handling considerable freight, though badly handicapped for cars.

All railroads in Salina are doing a fine business; the Rock Island shows a nice gain January and February over the same months in 1915.

Howard Ashley, flagman on 535 and 536, was obliged to lay off a couple of days this month on account of sickness.

Salina is coming to the front in good shape. Not a vacant residence in the city, and several families are obliged to stop at hotels. We have in course of construction a Baptist church, a Methodist church, High School building, three store buildings and a number of residences, also a new theater. There will be built during the coming year two Catholic schools and a Lutheran church, the three buildings to cost about \$300,000.

The H. D. Lee interests say they will spend some \$250,000 this summer for buildings, but have not as yet given out what the buildings will be.

McFARLAND.

Mr. W. V. Devitt, our general foreman, announced to his men that he was going to Kansas City on No. 40 to hear the San Carlo Grand Opera Company but he failed to make the

alarm clock work and he did not wake up until No. 40 had gone. He then went on No. 12, but instead of going to hear the opera company, we understand he went to a vaudeville show. Some comparison!

J. G. Cobb, one of our machinists, returned to work after being quarantined on account of measles.

C. A. Bein, car foreman, is sleeping in his office now on account of having measles at his home.

Several of our men have returned to work the past few days that have been laying off on account of sickness in their families.

Paul Pyetzki, one of our night boilermakers, is making a new boat. Paul thinks there may be a chance for him to slip by the night foreman some night when it gets good fishing, although he says he is building it for his friends to fish with. Paul is also organizing a baseball team; he has been out the last day or two raising subscriptions so that he can obtain the necessary equipment for his team, and to build a first-class ball ground. His team will be called the "Modocs." Here's wishing you success, Paul.

Lloyd Rowell, clerk to general foreman, took a short vacation March 15th, going home to visit his parents in Topeka and returning to work the 17th.



MEMPHIS.

W. L. Stout, agent, attended merchandise meeting at El Reno March 15th.

W. J. Webb is new assistant in the claim department. This department is noted for its W. J.'s: W. J. Cottingham, W. J. Duval and W. J. Webb.

J. E. Johnson has accepted position as bill clerk to take the place of H. S. Smith, who has resigned.

H. LeBosquet was suddenly called to Little Rock on the 12th on account of the serious illness of his mother, who is reported much better.

W. J. Duval has discarded his faithful old pipe and is indulging in Pittsburgh stogies.

Found Cottingham (Reggie for short) apparently taking physical culture for neck expansion, but discovered that it was all caused by his vain efforts to smoke one of Bill's "ropes."

Mrs. S. M. Sowell had serious operation on left jaw tooth March 10th.

Geo. E. Ross, warehouse foreman, fell from the platform a few days ago and sprained his wrist. However, it did not interfere with his regular duties. He is still on the job, carrying his arm in a swing.

T. E. Babb very kindly advised L. C. Mitchell on March 16th to hurry up and get married, telling him that in a few years he would begin to break and then his chances in the matrimonial field would be somewhat diminished. Mitchell unhesitatingly replied that he was already "broke."

H. F. Clifton, district special agent, El Reno, made us a visit on March 11th.

Will someone ask Joe Cottingham where he got that pink shirt.

Check Clerk Joe Varossa says that the shortage in checking pencils has nothing on him. He just wets his finger and checks with that. Says if it keeps up he will know what his finger really looks like before long.

"Frenchy" Bausch is back on the job after being on the sick list a few days. We hear he is becoming religious.

Guess: He may be "Small" but he has the largest sneeze about these parts.

Slim Matthews was under the weather a couple of days and grieves over the loss of a pound.

We are all sorry to know that genial Pat has been feeling so badly of late. We think he will feel better after the "ghost walks."

Chief Bill Clerk Chavers likes the bright lights but prefers them away from the office.

It is rumored that the boys are quietly preparing to furnish "Tim" Gilleoley with a Maxim silencer. Hurry, boys! We are neutral.

We just learned that Malone traced down an old item last week but "Reggie" claims he could not trace an elephant in a four-foot snow. Anyway, he failed to remove his tracks, hence Reggie's remarks.

N. B.—

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In obedience to the universal mandate and innate instinct which, with irresistible alluring magnetism, is ever drawing into juxtaposition the beauteous and chivalrous, the brave and the gay, softly and sweetly as the song of sirens; but nevertheless unerringly and eternally as the mariner's compass is ever seeking the pole, until in the process of time two existences, two lives, two individualities which have hitherto flowed on each in its independent course through the vicissitudes of this mundane sphere; even as two mountain rivulets have rippled on separately and thoughtlessly over their pebbled beds through sunshine and shadow until at last escaping from their mountain fastnesses they emerge upon the surrounding plain to blend together into a single purling brook destined forevermore to travel as a single ribbon of crystalline clearness toward the great ocean of futurity; two of our Pierce acquaintances on Sunday, March 5th, amalgamated their earthly existence into one harmonious entirety when Melvin R. Wimmer and Miss Merle Schoonover, at the home of the bride, Tutwiler, Miss., there, upon the hymeneal altar, said the fateful words which bind the twain as one.

Mule in the barnyard
 Lazy but quick;
 Boy with a pin on the end of a stick
 Creeps up behind him quiet as a mouse—
 Crepe on the door of the little boy's house.
 —Selected.

MISSOURI DIVISION.

Miss Jessie M. Pringle for the past two years clerk in the trainmaster's office at Trenton, resigned her position March 1st and will be married on March 27th to Mr. Ralph A. Conrads of Salt Lake City, Utah. Miss Pringle will be greatly missed by her many friends on the Division, but the good wishes of all go with her.

Division Accountant D. A. Logan and wife spent Sunday, March 5th, visiting relatives in Topeka, Kan.

Claim Adjuster C. O. Huber is back to work again after a month's illness during which time Claim Adjuster Rowell acted in his place.

Mr. C. L. Ruppert, superintendent at El Reno, Okla., spent Tuesday, March 14th, shaking hands with old friends in Trenton. Mr. Ruppert was formerly trainmaster at Trenton, Mo. Mr. E. L. Goff, division freight agent, was a Trenton visitor on March 8th.

Chief Clerk O. H. Faus and wife went to Kansas City the forenoon of March 7th to see David Warfield in "Vander Decken" at the Shubert theater.

Miss Sue Hume of the superintendent's office force has accepted the position as clerk in trainmaster's office, made vacant through the resignation of Miss Pringle.

Operator F. M. McKinney of Princeton worked a couple of weeks in the superintendent's office at Trenton during the first half of March on conference committee work.

Mrs. Anna Herod, stenographer in the superintendent's office, spent Thursday, March 16th, on a shopping trip to Kansas City.

Mack Jolly has accepted position as maintenance stenographer in the superintendent's office.

Engineer Geo. Benjamin spent the month of February visiting his daughter in Springfield, Mass. Mr. Benjamin also spent some time in New York City, Buffalo and Albany, N. Y.

Conductor Arthur Bradley, wife and two children, visited friends and relatives in El Reno and Apache, Okla., during the later part of March.

Engineer W. J. McKissen and wife were called to Champaign, Ill., on March 10th on account of the death of Mrs. McKissen's father.

General Foreman J. J. Fitzgerald and Roundhouse Foreman Frank Grady of Trenton spent March 19th and 20th in Claremore, Okla., having been called there as witnesses in a lawsuit against the Iron Mountain Railway.

NEBRASKA DIVISION NEWS ITEMS.

BY M. B. KELSO.

The correspondent will be very grateful for all help in the way of contributions for this column. Address them care Trainmaster and see that they are in by the 15th of the month, please.

Fireman A. G. Schultz and wife visited in Valley Junction the later part of February.

Section Foreman Hurlbert and family were Norton visitors the first part of March.

Mr. Park Kimball of the engineering department left Fairbury for the Sunny South March 15th, having accepted a position with this company at Little Rock. He has our good wishes for success.

General Foreman French of Belleville was a Kansas City visitor the first of March.

Section Foreman Roath spent a few days at Smith Center the latter part of February.

Fireman Westbay and family left for California about the first of March. This was necessary on account of Mrs. Westbay's health. We trust that she will improve rapidly and be able to return soon.

Switchmen D. V. and T. E. Bailey took their father to Kansas City to the hospital Feb. 27th. He has our best wishes for his speedy recovery.

At this writing Operator Bryan of Jansen is under quarantine for smallpox, but we hope he will be with us by the time this is in print.

Operator Cadman and wife are spending their vacation in Texas and Colorado.

Operator R. B. Shortridge is again spending a few days in the Fairbury telegraph office, but expects to leave for Chicago in a day or two.

Conductor I. N. Slover is laying off on account of sickness. We trust he will soon be able to resume work. Conductor Mitchell is relieving Mr. Slover.

Operator J. F. Cook was a Lincoln visitor the latter part of February.

On March 4th Agent Gehrett of Germantown joined the Benedicts, bringing his bride from Holton, Kan. They have our best wishes for their happiness.

We are all glad to see "Heinie" back at his old place as roundhouse clerk.

Firemen Geo. and Guy Sutherland were called to Montrose March 17th on account of the death of their grandmother.

Agent A. G. Smith and wife have spent some time during the past month traveling in the South and also visited Chicago.

Engineer Green and wife spent a few days the first part of March at Corpus Christi, Tex.

Engineer Chas. Laird has been spending several weeks at Hot Springs and from there goes to New Orleans.

Engineer Downes and wife have been Hot Springs visitors during the past month.

Engineer Cuthbertson has been batching it for a few weeks, his wife is visiting home folks.

Machinist Apprentice Ray Newkirk has gone to Silvis to finish his trade.

Conductor O. E. Jones expects to leave Fairbury about March 20th for Colorado.

Conductor Murray and family are enjoying a vacation and spending the time in Texas.

The first part of March Agent Bradley spent a few days with his son, Ivanhoe, at El Paso, Tex.

Vernon Denney reports a pleasant time in Lincoln last Saturday (March 11th). He says the only trouble was that the time was too short.

W. R. Johnson of Belleville relieved Dispatcher McCoy for a couple of days the first of the week, Mr. McCoy being forced to lay off on account of sickness.

Dispatcher Olson also laid off for one day. I believe it is the general understanding that Cupid has been bothering our BEST DISPATCHER. Too bad the sun refused to shine when he laid off.

John F. McDonnel, coppersmith helper, has taken a thirty days' leave of absence to get in training for baseball. They are going to let him carry the bats.

Our blacksmith, Ed. Hardy, is off on account of a badly sprained ankle.

General Foreman Smith has been very busy the past few days getting the engine cleaning machine in operation. He has dubbed it "the washing machine."

Mr. Geo. M. Brasch, traveling representative of the employees' magazine, visited at Fairbury between trains on March 17th.

Mr. T. W. McCarthy, master mechanic at Horton, Kan., visited at Fairbury between trains March 17th, departing for Belleville same date.

Superintendent Allen, Transportation Inspector Wells, together with Agent H. C. Kennedy

DO YOU SMOKE?

Suppose, then, you were a soldier, and the fortunes of war had driven you out of all but a little corner of your country without enough tobacco to even roll a cigarette—wouldn't you be grateful to someone who would come along and give you a pipeful or so?

HERE, THEN, IS YOUR CHANCE. The home folks of Great Britain and the government of France are able to supply tobacco to their soldiers, but the soldiers of Belgium haven't any home folks, so they won't have any tobacco unless somebody helps. It is well understood that it is impossible to send tobacco to the German soldiers, because it would not reach them.

Don't you want to give these brave fellows a chance to smoke up? Talk it over at home, on the road, in the shop or office, and make up a little pot for this good cause.

Collections are being made under the auspices of the Over-Seas Club, and remittances should be made to the Belgian Soldiers' Tobacco Fund, 23 Wall Street, New York.

Remit by draft, postoffice or express money order. Do not send currency by United States Mail.

of Lincoln, F. D. Bradley, Fairbury, and C. A. Harvey, Belleville, attended merchandise meeting at Des Moines, March 17th.

Engineer W. C. Manthey was called to Ashland, Wis., on March 16th, on account of the death of his mother at that point. Our heartfelt sympathy is extended to Mr. Manthey.

Mr. E. H. Moon, district accountant, second district, with headquarters at El Reno, Okla., was a Fairbury visitor on March 14th. Mr. Moon completed arrangements of transferring material accounts to Horton Store under the new plan which went into effect a short time ago. Mr. Moon is an old Nebraska Division man, having worked on the division as agent and operator, later transferring to the superintendent's office and later to the accounting department.

Mr. W. B. Kinnamon, of this office, has been placed in charge of all material accounts, etc., affecting the Nebraska Division, and hereafter will report jointly to the accounting department.

All clerks in superintendent's office, including the janitor and messenger, have been pressed into service working up data in connection with the conference forms.

Mr. G. W. Martin, general agent Rock Island Lines at Denver, was in Fairbury on March 9th, and was the speaker at an open meeting of the Fairbury Commercial Club in the evening.

Mr. R. Wells, transportation inspector, is now a full fledged "papa," Miss Ruth Wells, weighing 7½ pounds, having arrived at his home March 14th.

Maurice Contant and Fred Davis are very busy these days. Their wives had informed them that there were plenty of good fishworms in the back yard and after they had spaded up the yard to find them said wives had them put in the garden.

ST. LOUIS DIVISION NEWS.

C. H. Hubbell, superintendent of telegraph, was a caller at the office the latter part of February while making a business trip over the St. Louis Division.

A staff meeting with officers of the St. Louis Division was held by Supt. H. E. Correll in his office February 21st.

Trainmaster J. S. Jones and Road Foreman of Equipment W. McElrath held a class meeting with train and enginemen at Eldon Sunday, February 20th.

J. S. Laffer was called to Chicago February 21st on account of the death of his stepfather.

J. H. Martin, formerly clerk and stenographer in the superintendent's office at this point, was a visitor at the office while here assisting Mr. Van in inspection of ties on the Eldon section during the latter part of February.

THE MONTHLY MUDDLE.

Published at 20th Street, Rock Island, Ill.

Motto: WITHOUT FEAR OR FAVOR, WITH FOOLISHNESS FOR FLAVOR.

R. E. McGowan Muddler-in-Chief

Most Anybody

Nearly Everybody

..... Ass't Muddlers

MARCH, 1916.

Vol. II. No. 3.

MUDDLETORIAL SECTION.

THAT "SHAMEFUL DELIBERATIVE BODY."

OUR country! In plundering and disgracing her may we always do the job up RIGHT, but—OUR country to plunder and disgrace—right or wrong!

Which paraphrase of Stephen Decatur's patriotic utterance might well be printed on the stationery of most of our "public servants" at Porkopolis, D. C., without necessitating any extended effort on their part to conduct themselves in strict conformity with it. When they speak of "our country" their feeling is the same as that of the small boy who says "my apple"—the intention of both is to devour, not conserve. It is without the province of The Muddle to set forth any specific instances of "pork" or "preparedness palaver"—a number of our daily papers are doing that in ably written and forceful editorials—but it is within our province to direct the attention of a number of persons, who may possibly limit their reading to the columns of The Muddle and Robt. W. Chambers, to the editorial columns of these same daily papers. We wish to remind our readers (of the masculine gender) of the possibility of their being

called upon "over night" to help make up Mr. Bryan's army of a "million citizen soldiery," and to suggest their reading a few of the editorials and articles being written every day by men who know what they are talking about (if we do not). Incidentally, they might also read a little history which sheds considerable light on what is likely to happen, in case of actual war, to "citizen soldiery" which is recruited "over night." The best illustration of "preparedness palaver" we can think of at present is the Hay Bill. It is even worse than that, but our noble "public servants" at Porkopolis will probably pass it.

We are for Preparedness with a capital "P" and a Punch in it, and we don't care (to quote the very latest) a small Persian coin who knows it.

"Muddling Never Solved Problems."—Headlines from local sheet. This headline writer evidently does not approve our publication.

And the 47th Street Line intimates that our thoughts are muddled. Which is not at all surprising when we make it known that we read the 47th Street Line each month.

PERSONALS.

C. W. Thacher, agent Silvis Transfer, left March 13th for El Reno to attend an agents' meeting, returning to Des Moines for similar meeting March 16th, which was also attended by Messrs. Goff, Russell, McMurtrie, Hobbs and others from this section.

Most of the above mentioned gentlemen had lower berth reservations on No. 13 to Des Moines, but Mr. Russell was unable to secure anything but an upper. However, Mr. Russell reports to us that most of these same gentlemen occupied uppers while he, through some hocus-pocus known only to himself, secured a lower. We understand his traveling companions congratulated him warmly the next morning.

Ed Meehan received a letter some few days ago from our ex-Assistant Muddler and friend, Cully Nelson, at Detroit. Cully reports favorably on his new job, in fact, favorably on almost everything in Detroit, not forgetting the "chickens." He also reports lamping a sign on a restaurant which reads: "LET MCGOWAN FEED YOU." Needless to say, the gentleman is not related to our Chief Muddler. He finds it an arduous task to feed himself.

Mr. Riley, our new special agent, together with Mr. McKillip, called on us the 15th.

Carl Hicks was off a few days recently on account of sickness, being relieved by Ed Warner. We note that he is back on the job to-day.

Bill Burke, second trick at Fifth street, will henceforth be recognized by the jit-bus drivers as a menace to be avoided. Bill had a narrow escape from being run down by one of our jit-bus demons recently, but got his eagle eye on the gentleman's license number and had him pinched. "Ten and costs," said the judge.

Geo. Newberry, present night clerk and ticket seller, will take a day job upstairs the first of the month. He will be relieved by a gentleman unknown to us as yet.

Mr. Plummer recently met with a sad bereavement in the loss of his only son, Howard, whose health had been poor for some months previous to his demise. Words mean little at a time like this, but we desire to sincerely extend the sympathy of the entire office force to Mr. and Mrs. Plummer. Howard was 32 years of age.

Don McLeod and Paul Russell alternated in looking after the ticket office during the noon hour for the several days of Mr. Plummer's enforced absence.

On March 11th Mr. Russell called a meeting of all the freight office employees. The purpose of the meeting was to issue instructions relative to the proper handling of freight, with special reference to reducing claims for damage to the minimum. To do away with any possible negligence, promote co-operation among the employees, settle any disagreements that may arise—in short, for all to pull together. The meetings are to be held twice monthly.

We note that Andy and "Dolly" Dahlin and Harry Merow are wearing a small blue button in their coat lapels. The design is mysterious. The office Sherlock suspects them of being members of the Kaiser's Ku Klux Klan.

Wonder why all the boys in the freight office make a bee-line for the 'phone every time it rings. Maybe Glenn Reid or Marcus Russell knows why. Some little chick sure has them

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going. Her initials are L. M. K. "Ch-e-e-p! C-h-e-e-e-p!"

"And the cat came back." F. Welch is once more with us. What say, Freddie? Have a good time on the vacation?

Out on the Sherrard Line are located a few "greaser" section men, who are considerably wrought up over the news on the American invasion (?). Charlie Spink, brakeman on the Sherrard Local, full of patriotism and rash impulses, vows he will compel them to salute the American flag. Better buy a steel mesh under-shirt first, Charlie.

We call the attention of Rock Island men to the record performance of our freight department in handling a special train of fifteen cars of heavy auto trucks from Kenosha, Wis., for the use of our army in Mexico. We reprint an excerpt from the item in the Chicago Sunday Tribune (March 19th): "A special train of fifteen cars bearing the shipment left Chicago over the Chicago, Rock Island & Pacific and El Paso & Southwestern at 8:45 Thursday morning. The trucks were being unloaded in El Paso at 11:50 yesterday morning. The average speed for the distance of 1,466 miles, excluding terminal delays, was 30½ miles an hour." The old Rock Island may be in the hands of a "receiver," but that does not prevent it being able to "deliver" the goods in record time.

Conductor Brookbank, who directs the daily peregrinations of trains 212 and 211, was off for several days recently, being relieved by Steve Murphy of the Sherrard Local, who, in turn, was relieved by Martin F. Quinn, the "Silent Swede."

Conductor Murphy is in Beardstown at present on account of the illness of a brother, we are told.

"MAC" HAS A BIRTHDAY. And Girls Feed Him Ice Cream as He Occupies Honor Seat at Table.—Tribune Headline.

Lest there be an error on the part of our friends or the Missus, we hasten to explain that "Mac" is a pet Scotch terrier and, as an additional alibi for us, a photograph of "Mac" and his mistress appeared below the caption.

Our Mayor-Conductor, Robt. Watkins, did not appear on his run March 20th, and we naturally supposed that he was busy in the Silvis City Hall advising some of the citizens of Silvis "to pick the mote out of their own eyes before trying to locate one in their neighbor's eye," but it develops that our supposition was erroneous, as it seems that Bob was performing a similar function on some of our agents at a meeting in Davenport on that date. Personally, we regret that Bob did not have a dictaphone at his side at the time.

The Illinois Division lost one of its finest men early Sunday morning, March 26, at Marseilles, Ill., when Kenneth E. Shaw was thrown between the cars while on duty during a heavy fog. He was not only a good brakeman, but was also a fine man, having a smile and a good word for everyone. He was very familiar with his work and was always very careful. Deceased was born at Bureau, Ill., 26 years ago and leaves a mother, whom he supported, and a host of friends who will mourn his sudden and tragic death. The mother has the deepest sympathy of all the division.

SILVIS NEWS.

Master Mechanic Hyde of Valley Junction visited Silvis shops March 18th.

Anyone who has any old safety razors please see Breakin' Engineer Bill Johnson, as Bill is making a collection of them.

Our roundhouse foreman, G. W. Cuyler, has the sympathy of all who know him. His father passed away February 24th.

Machinist Will J. Lysinger is off duty, due to undergoing an operation for appendicitis. Last reports say he is getting along nicely.

Carl Stoelting of the store department is now wearing the papa smile. Baby girl born at his home March 7th. Congratulations, Carl.

Reports are out that Raymond Johnson of section 12 storehouse is married. If so, Raymond, cigars are in order.

Miss Jane Scott, our night "hello girl," is sick with pneumonia and we wish her a speedy recovery. Miss Grace Myers of Rock Island is taking her place at the board.

Frank Phillips of the store department spent Sunday, March 19th, at Minneapolis visiting college chums.

Louis Larson, file clerk in the superintendent's office, is off sick with diphtheria. He is reported as getting along fine.

Assistant Boiler Foreman Geo. Stamm has the sympathy of all who know him. His mother passed away March 13th at Moline.

J. E. Brown is getting his "tin Lizzie" in shape now for another year of pleasure.

The boys at the assistant mechanical engineer's office are wondering why Draftsman Glos is not tying the knot but stalling off. If you have slipped it over on them smokes are in order.

Miss Bertie Lundahl, stenographer at the store department, is at the Moline City Hospital sick with typhoid fever and is getting along as well as could be expected. Her friends wish her a speedy recovery.

Well! Well! The truth is out at last, and the truth is that the "checker champions" of the Silvis shops are the players representing the boiler shop, who, by their skillful play in the recent tournament, defeated the team representing the machine shop by the lopsided score of 58 to 17. However, we must admire the losers' gameness in playing out the schedule when it was so very apparent that their quest for the coveted title was hopeless. Honestly, now, did you ever see a more gentlemanly, agreeable group of men, all trying hard to beat each opponent, yet extending all the little courtesies that help to cement lasting friendship between brothers of different crafts? Will we give them another chance? You bet we will—any time. The winning players were Bros. Foster, Hankla, Myers, Burris, Nolan and Andrews. The losers were Bros. Wilmer, Martin, Fearhelly, England, Williams and Wilkens. Who's next?

Mr. W. H. Burleigh, formerly general foreman at Eldon, later being transferred to Liberal, Kan., where he resigned his position, has entered the heating and ventilation business in Kansas City and opened an office at that point.

Large shipments of live poultry for New York and points in the East continue to pass over the St. Louis Division. Most of these shipments heretofore have gone by way of Chicago, but on account of weather conditions farther north shipments have been diverted through St. Louis which is much more satisfactory to shippers.

Agent W. C. Hall at Argyle, Mo., made the office a pleasant call a couple of weeks ago while en route to Jefferson City, Mo., on court matters.

A fine boy was born to Mr. and Mrs. T. J. May February 18th. Mr. May is claim agent on the St. Louis Division and all the boys extend best congratulations.

Engineer Lee Williams, who was severely injured a few weeks ago by jumping from his engine when side rod became disconnected, is able to be up and around again and in a short time will return to work. His shoulder was badly dislocated and he was otherwise bruised from the fall down a steep embankment.

An overall factory for Eldon is almost assured and erection of a two-story brick building is expected to start within a short time. Lot on which building is to be erected is 100 by 50 feet. Eighty machines will be installed in the new factory, which will give employment to about 150 girls. Mr. D. M. Oberman of the Oberman Manufacturing company, who has several other factories of this kind throughout Missouri, will be in charge of the factory at this point.

George Sanders, storekeeper at Eldon, was a visitor in Topeka recently on business.

Mrs. John Dorr of Chicago, formerly Miss Ethel Rose, was in Eldon recently to visit her brother, Victor Rose, cashier at the depot, and Mr. and Mrs. W. H. Burleigh. Mr. Dorr was formerly car foreman at Eldon, later being transferred to another point on the Rock Island.

Engineer C. G. Brittingham, popular Overland agent in this community, recently received a carload of the latest model Overland cars.

Safety First meeting was held at Eldon March 9th by District Safety Supervisor D. B. Lothian. General Safety Supervisor L. B. Shedd of Chicago also attended the meeting and made a very interesting and instructive speech on Safety First matters. Mr. Shedd also visited

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plan saves you money.

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the grade and high schools at this point and spoke to the pupils about Safety First and Prevent Injury.

The fourth meeting of the Prevent Claims Committee was held at Eldon March 9th in charge of Acting Chairman J. S. Jones to talk over matters and advance suggestions to prevent freight claims, overs, shortages, damages, etc. Quite a large number attended and a successful meeting resulted.

Inspection Special was run over the St. Louis Division March 9th, Kansas City to St. Louis, containing Assistant General Manager G. W. Rourke and Engineer Maintenance of Way F. T. Beckett, being accompanied over the division by Supt. H. E. Correll, Division Engineer H. C. Cosand, Master Carpenter B. H. McNamara and Roadmaster V. B. Simpson.

Engineer J. A. Whalen suffered a serious attack of paralysis while handling his engine on train No. 82 at Union, Mo., March 7th, and Company Physician E. A. Stierberger of Union was called to attend him. On account of his condition being too critical they were unable to remove him to a hospital in St. Louis, but will do so as soon as an improvement is shown. All of the St. Louis Division employees are sorry to hear of his illness and wish him a speedy recovery.

Roy Babcock, brakeman, and local chairman of the B. R. T., has returned from a ten-day visit in Dallas, Tex., Oklahoma City and other southern points.

Mrs. E. P. Collins, wife of Engineer Collins, received a message March 6th, announcing the death of her brother in Waco, Tex., and Mr. Collins accompanied her there on the afternoon train.

Mrs. Levi Gunter, wife of Night Freight Clerk L. H. Gunter, was called to Windsor, Mo., March 10th on account of the serious illness of her brother.

Supt. H. E. Correll went to El Reno March 15th to attend a meeting of superintendents held by the general manager at that point.

Nine cars of government mules were shipped from St. Louis to El Paso, Tex., in second No. 99 March 16th for use of the United States army on the Mexican border. Thirteen cars of government supplies were also shipped from St. Louis to El Paso March 17th, five cars being handled over the division in train No. 91 and eight cars in train No. 99.

Seven sections of U. S. cavalry from Ft. Ethan Allen is expected to be handled over the St. Louis Division through the St. Louis gateway within the next three or four days en route to El Paso, Tex., for the Mexican border campaign.

Nothing looks more out of place than a Charley Chaplin mustache on a fat man, says Asa Converse in the Wellsville Globe. How about it Streator? You ought to know if you have looked a looking-glass in the face.

E. H. Moon, representative from Mr. Herman's office, and formerly district accountant on the old third district, made a call at the office on the 15th in connection with some special work.

R. Lumpkin, personal record clerk, who has been having his eyes treated by an eye specialist in St. Louis, has returned to work, his eyes being in quite an improved condition, although he is forced to wear spectacles.

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PURE DISTILLED WATER ICE

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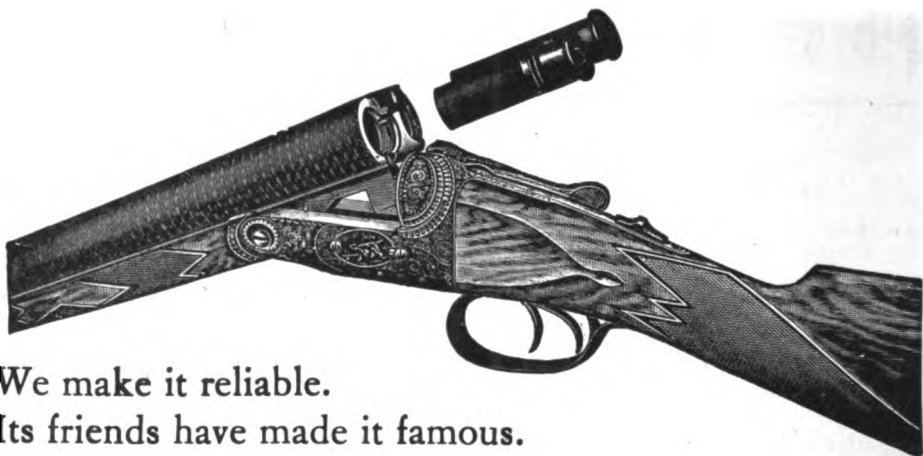
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200	"	"	2.00 " 3.00 "
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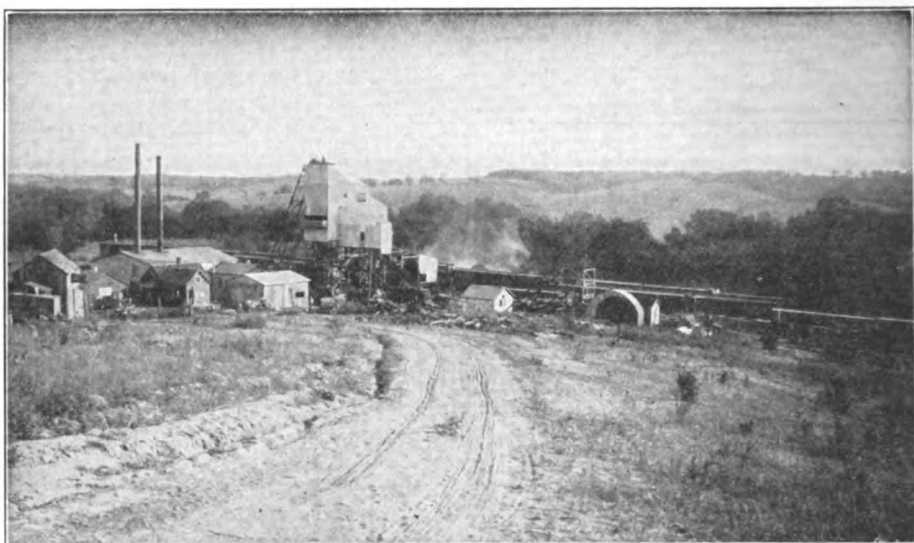
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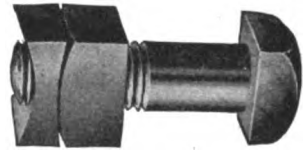
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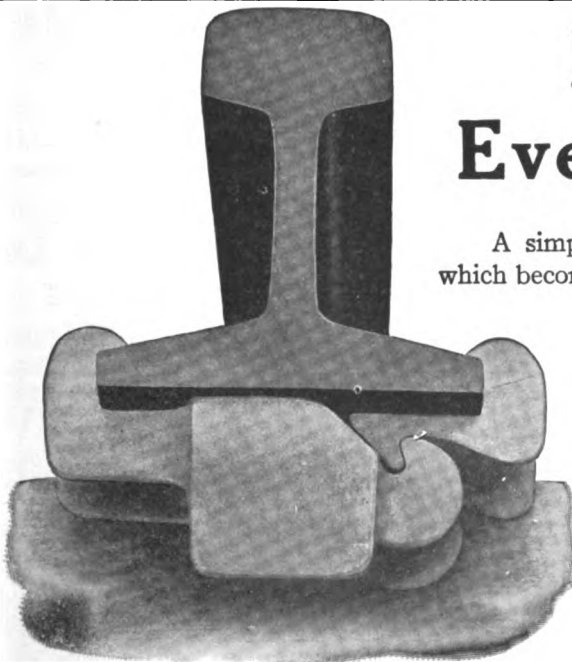
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High Grade Lubricating Oils and Greases
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Specialties for every railway use.

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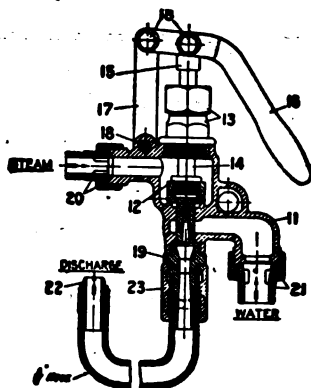
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IN ALL ITS BRANCHES

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NATHAN COAL SPRINKLER

Accidents to Engineers and Firemen from hot water
on account of blowing off of sprinkler hose elimi-
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Throws Water 25 feet at a Temperature of 95°

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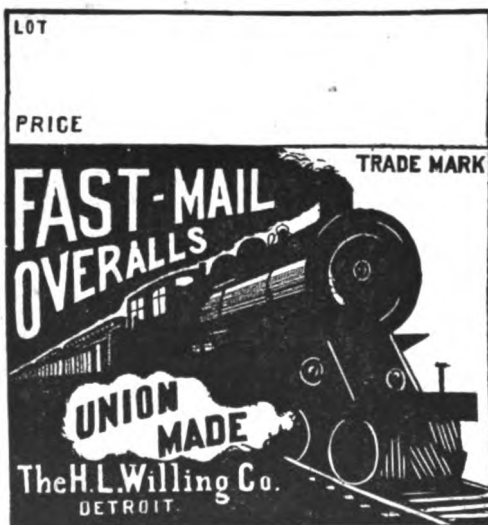
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